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**Miller et al.**

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(54) **CLIP FOR USE IN A DISC BRAKE ASSEMBLY AND DISC BRAKE ASSEMBLY INCLUDING SUCH A CLIP**

(58) **Field of Classification Search**  
CPC ..... B60T 1/06; F16D 55/22; F16D 65/095; F16D 65/0978

(Continued)

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(\*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

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This patent is subject to a terminal disclaimer.

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*Primary Examiner* — Christopher Schwartz

(22) Filed: **Jan. 10, 2017**

(74) *Attorney, Agent, or Firm* — MacMillan, Sobanski & Todd, LLC

(65) **Prior Publication Data**

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**Related U.S. Application Data**

(62) Division of application No. 13/359,124, filed on Jan. 26, 2012, now Pat. No. 9,568,055.

(57) **ABSTRACT**

(51) **Int. Cl.**

**F16D 65/40** (2006.01)

**F16D 65/097** (2006.01)

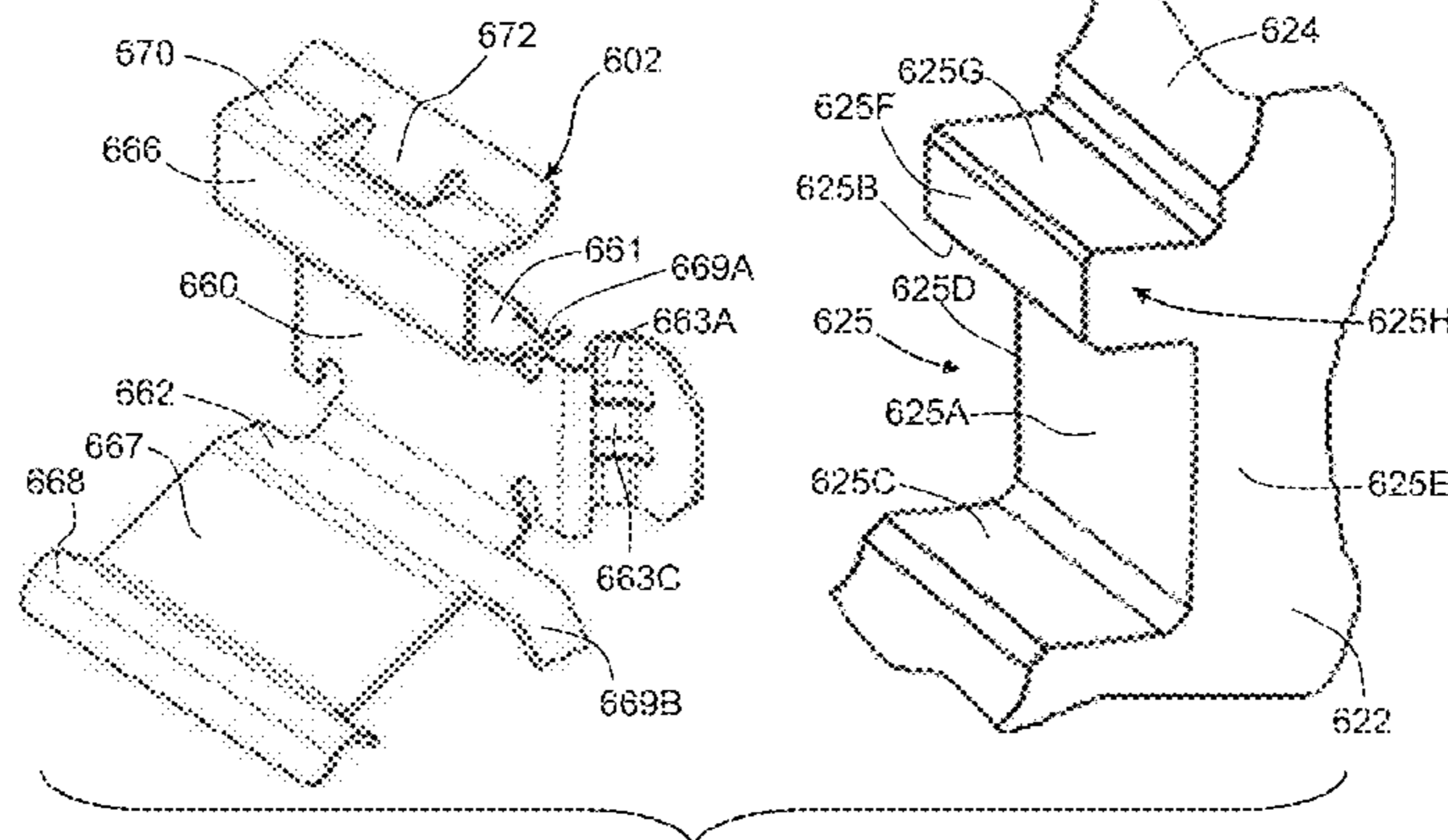
**F16D 65/00** (2006.01)

This invention relates to a brake clip for use with a disc brake assembly. The brake clip includes a U-shaped section having a base leg with opposing first and second legs extending from the base leg. An abutment leg extends from at least one of the first and second legs of the U-shaped section. An extension leg extends from the abutment leg. The abutment leg is in contact with an anchor bracket of the disc brake assembly and the extension leg is in contact with a brake pad of the disc brake assembly when the brake clip is disposed therebetween.

(52) **U.S. Cl.**

CPC ..... **F16D 65/0978** (2013.01); **F16D 65/0006** (2013.01)

**15 Claims, 8 Drawing Sheets**



(58) **Field of Classification Search**

USPC .. 188/71.1, 73.1, 73.31, 73.35-73.38, 250 E  
See application file for complete search history.

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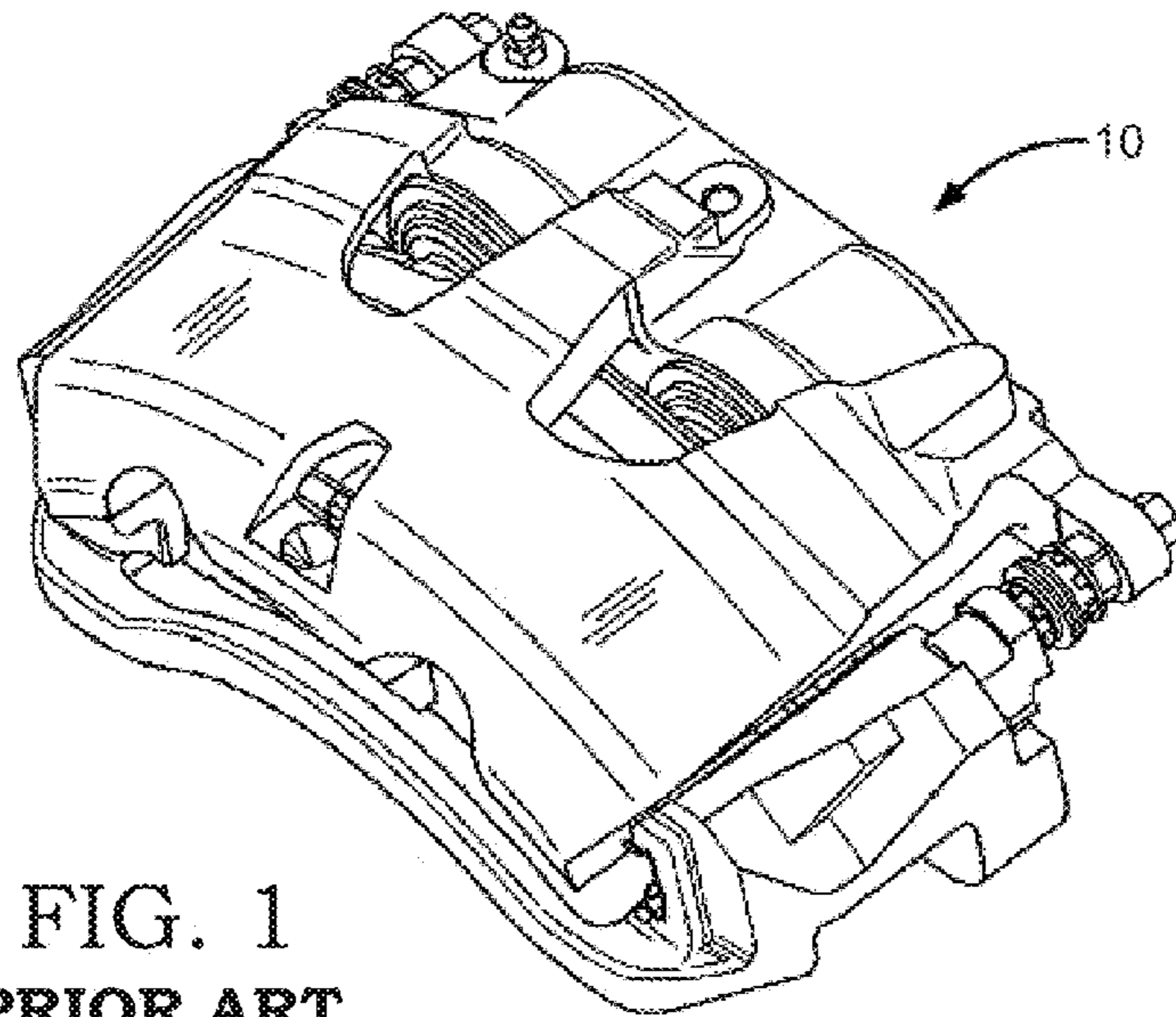


FIG. 1  
PRIOR ART

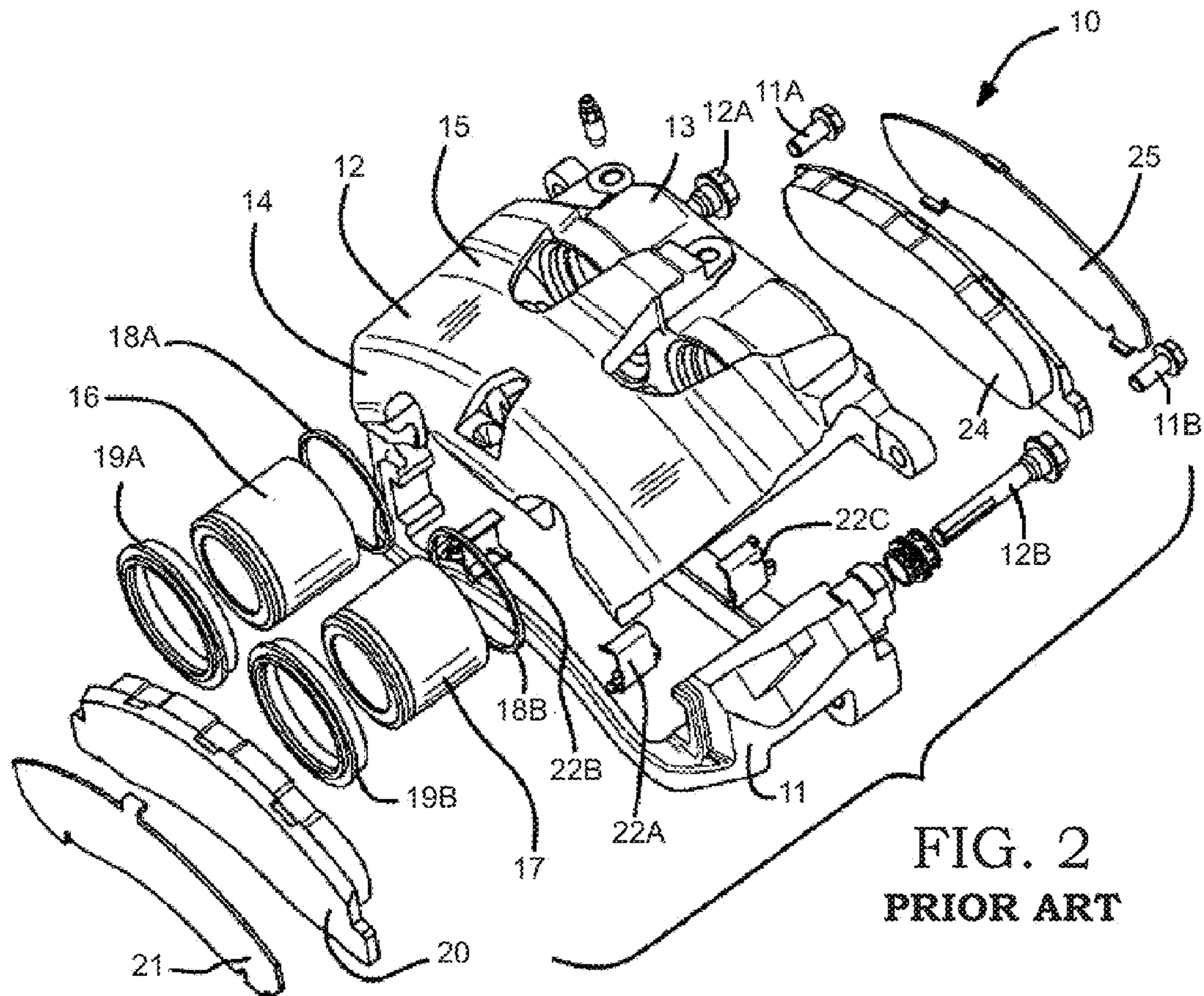


FIG. 2  
PRIOR ART

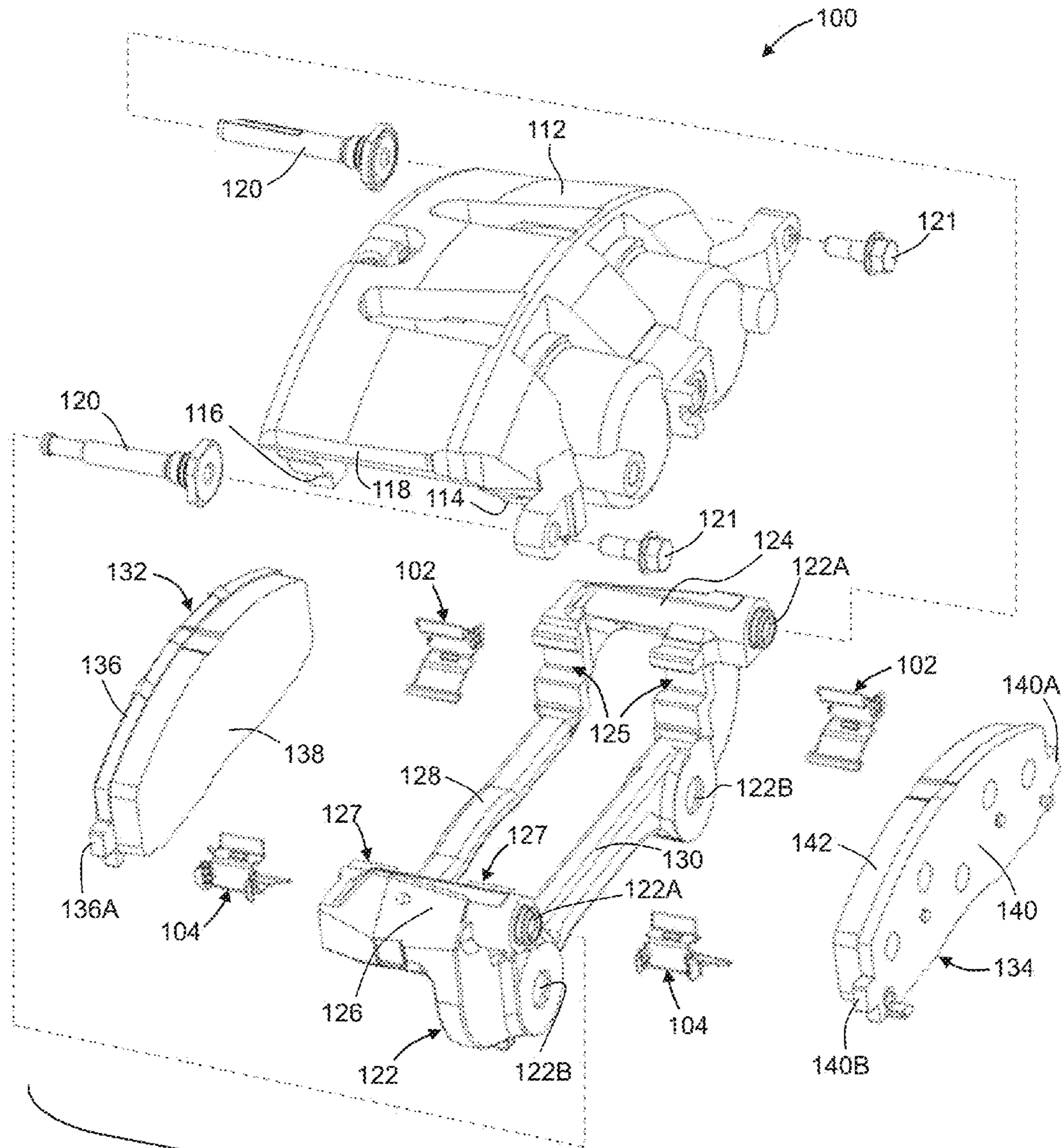


FIG. 3

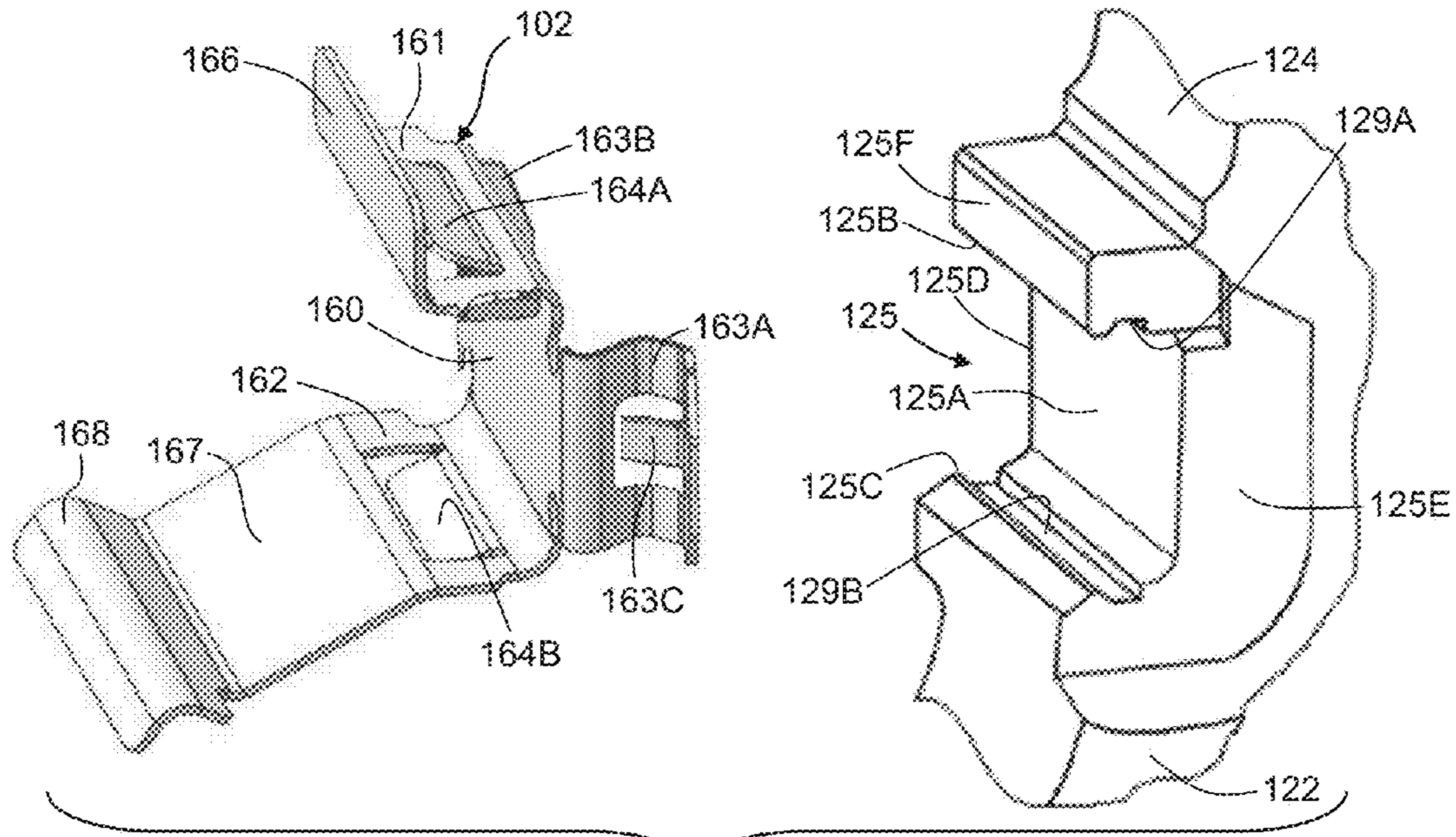


FIG. 4

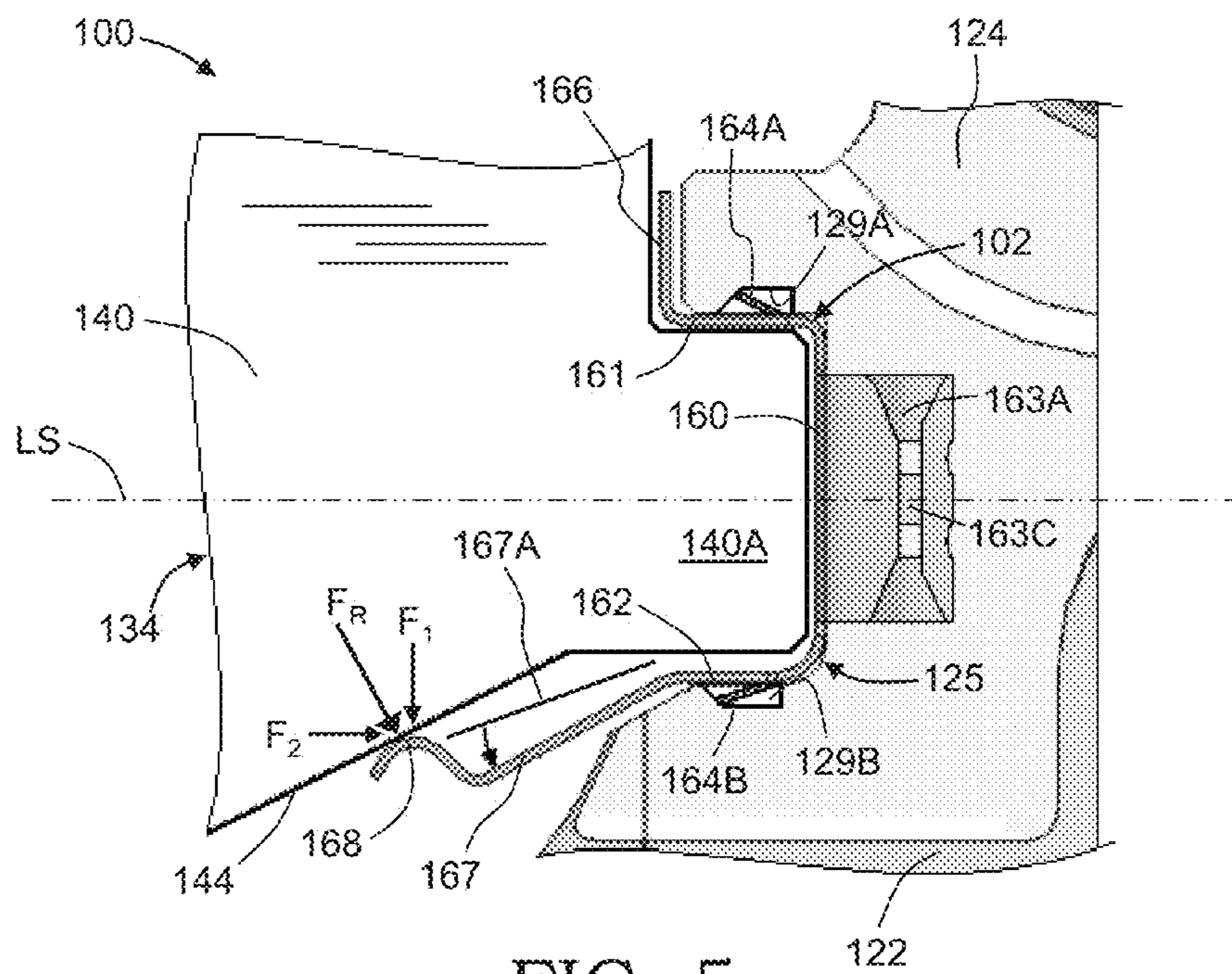


FIG. 5

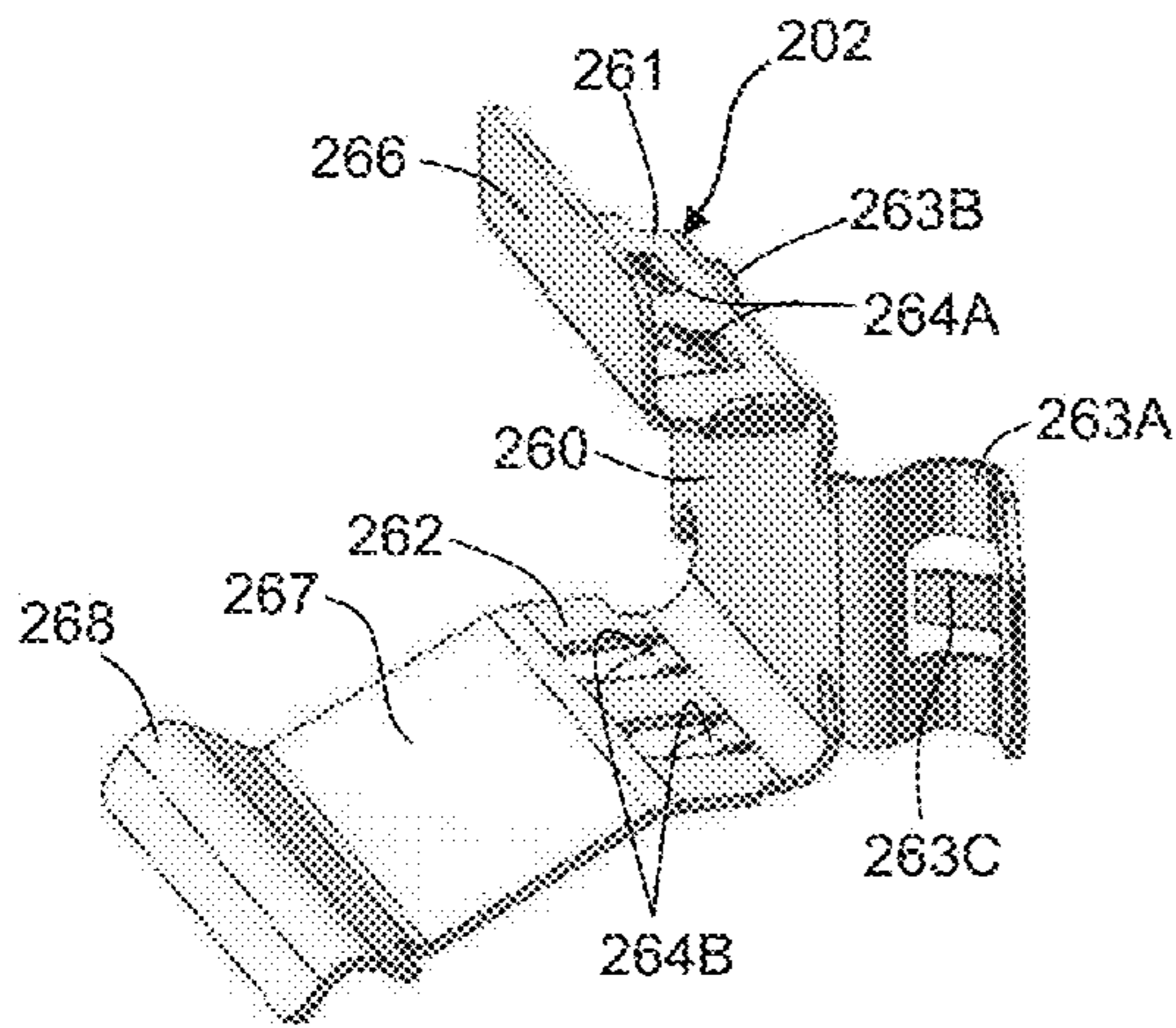


FIG. 6

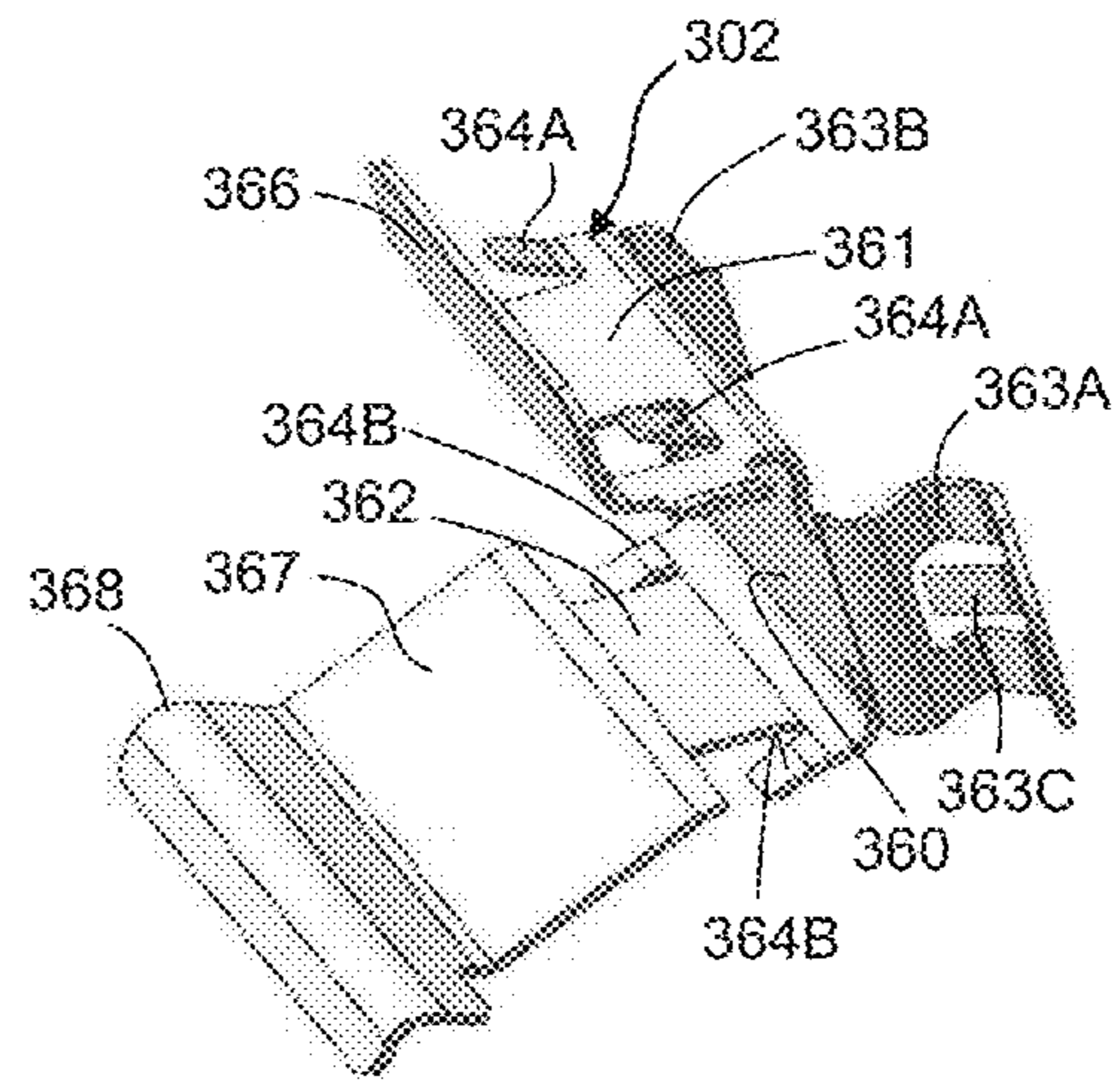


FIG. 7

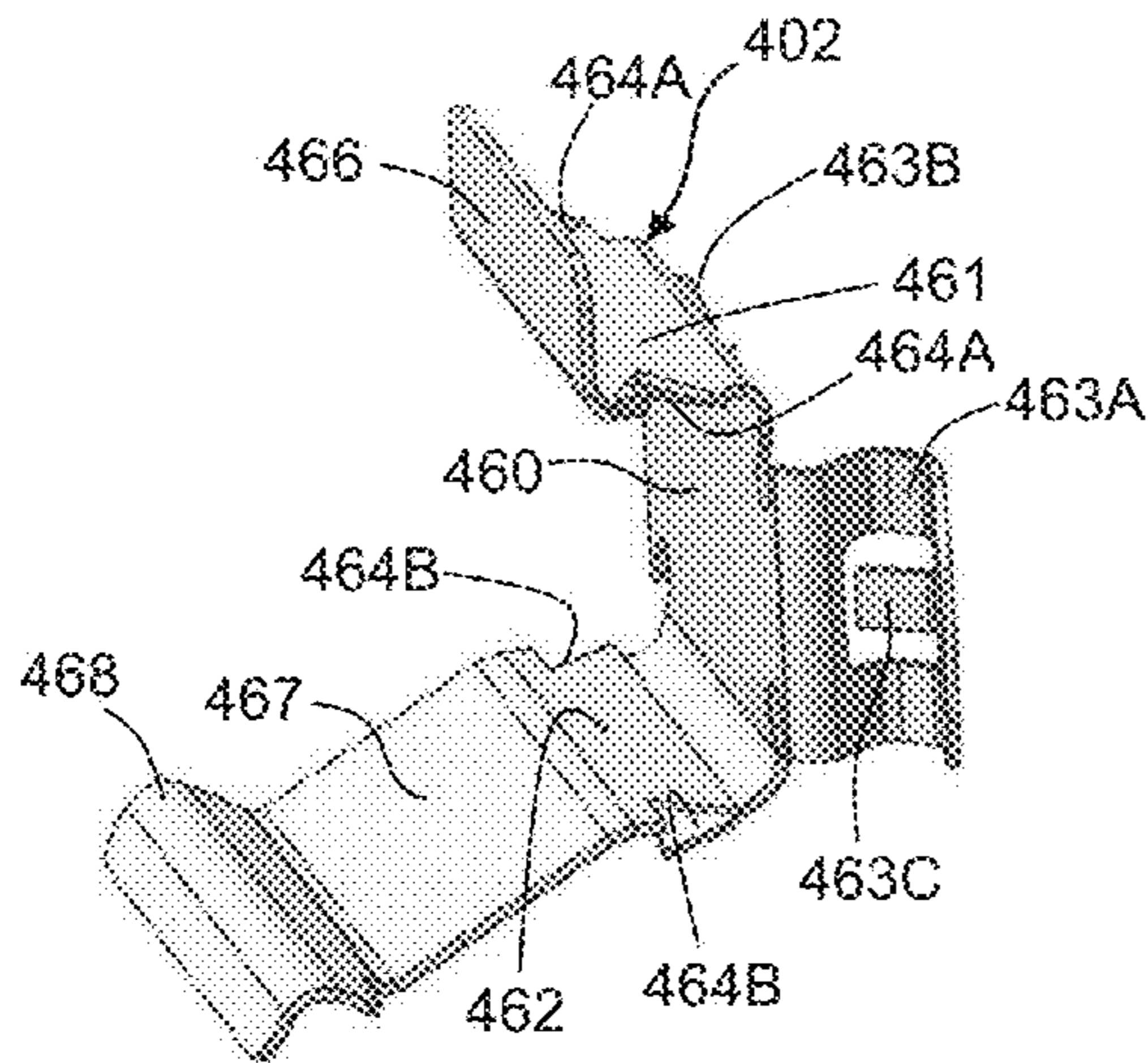


FIG. 8

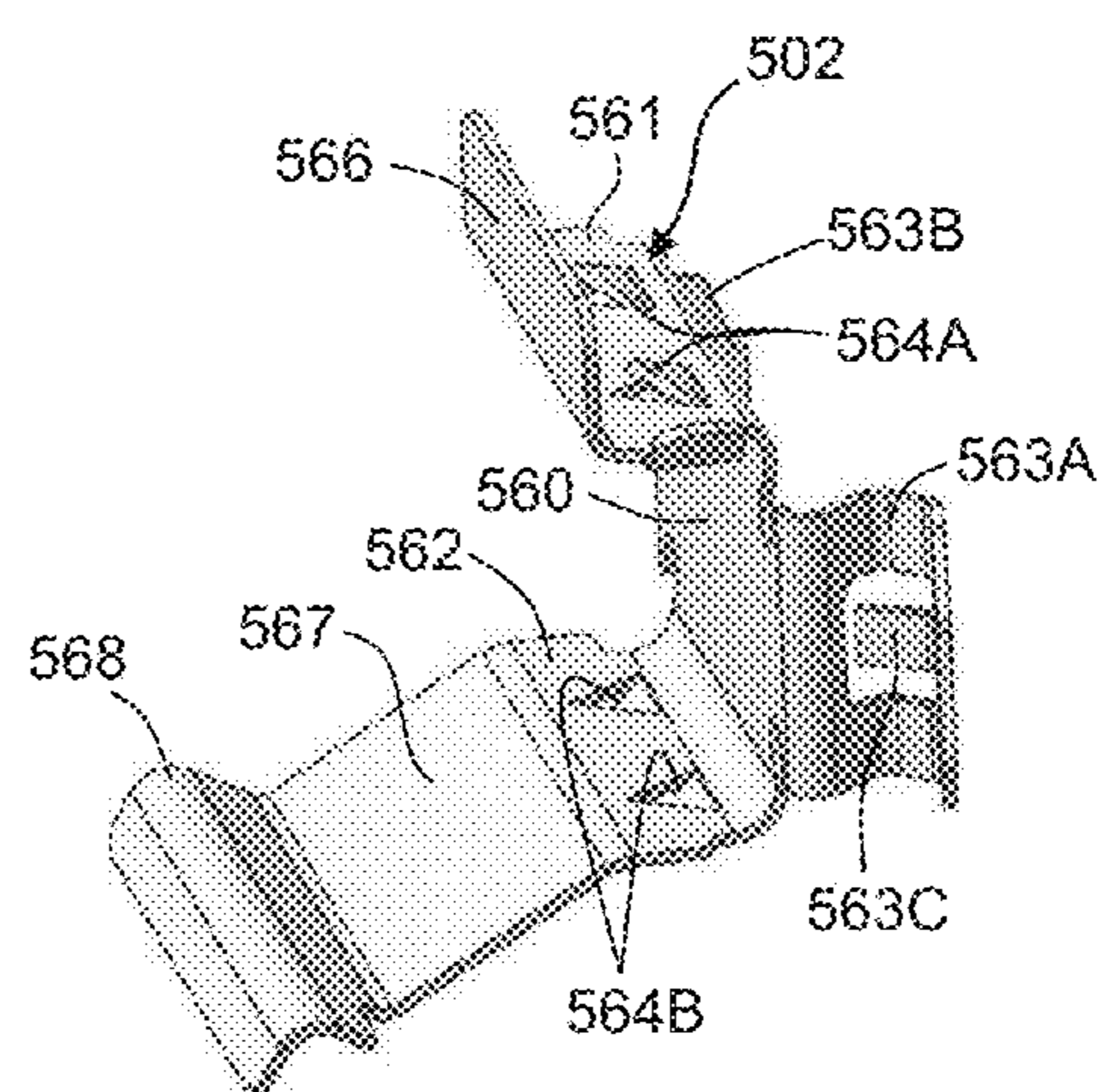


FIG. 9

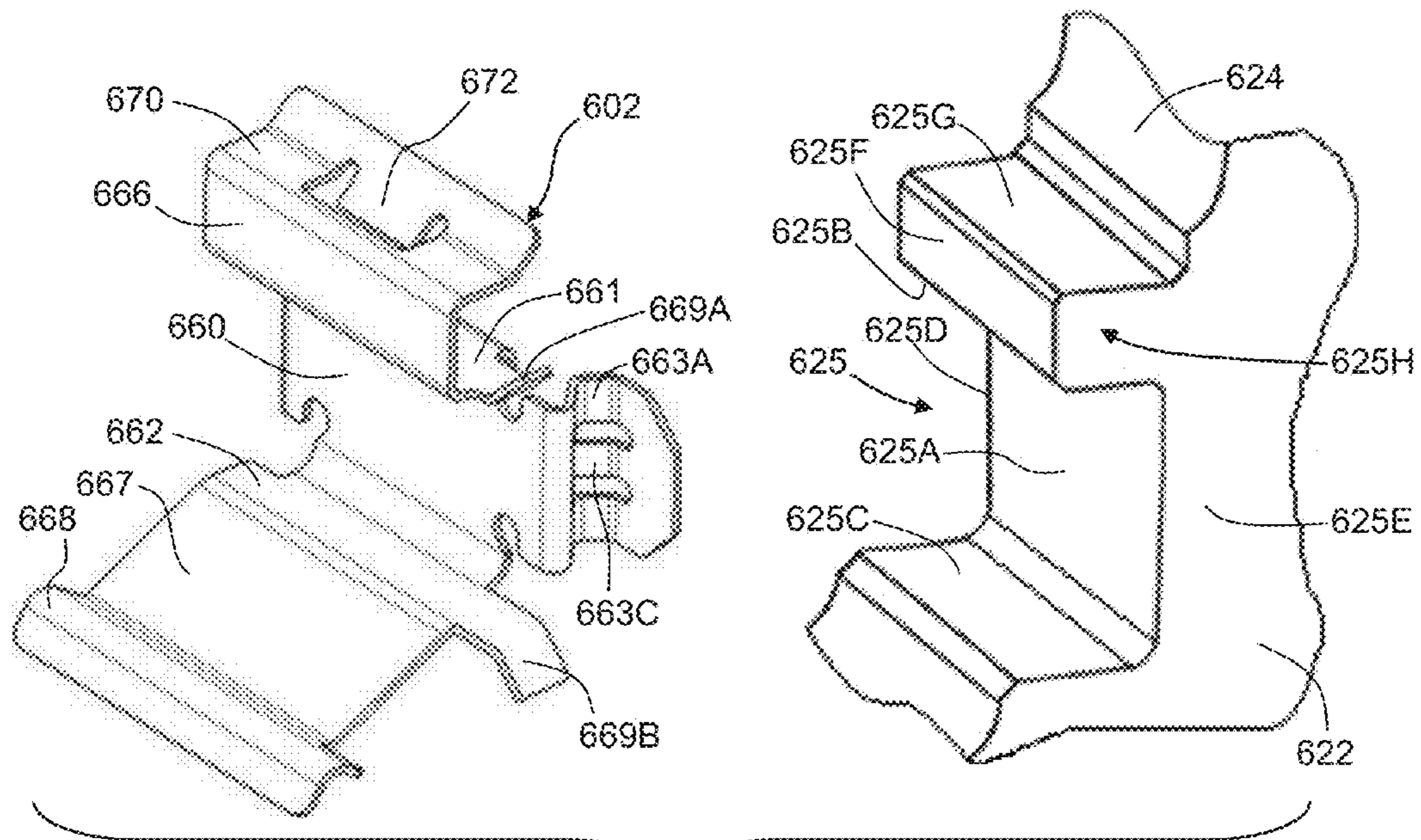


FIG. 10

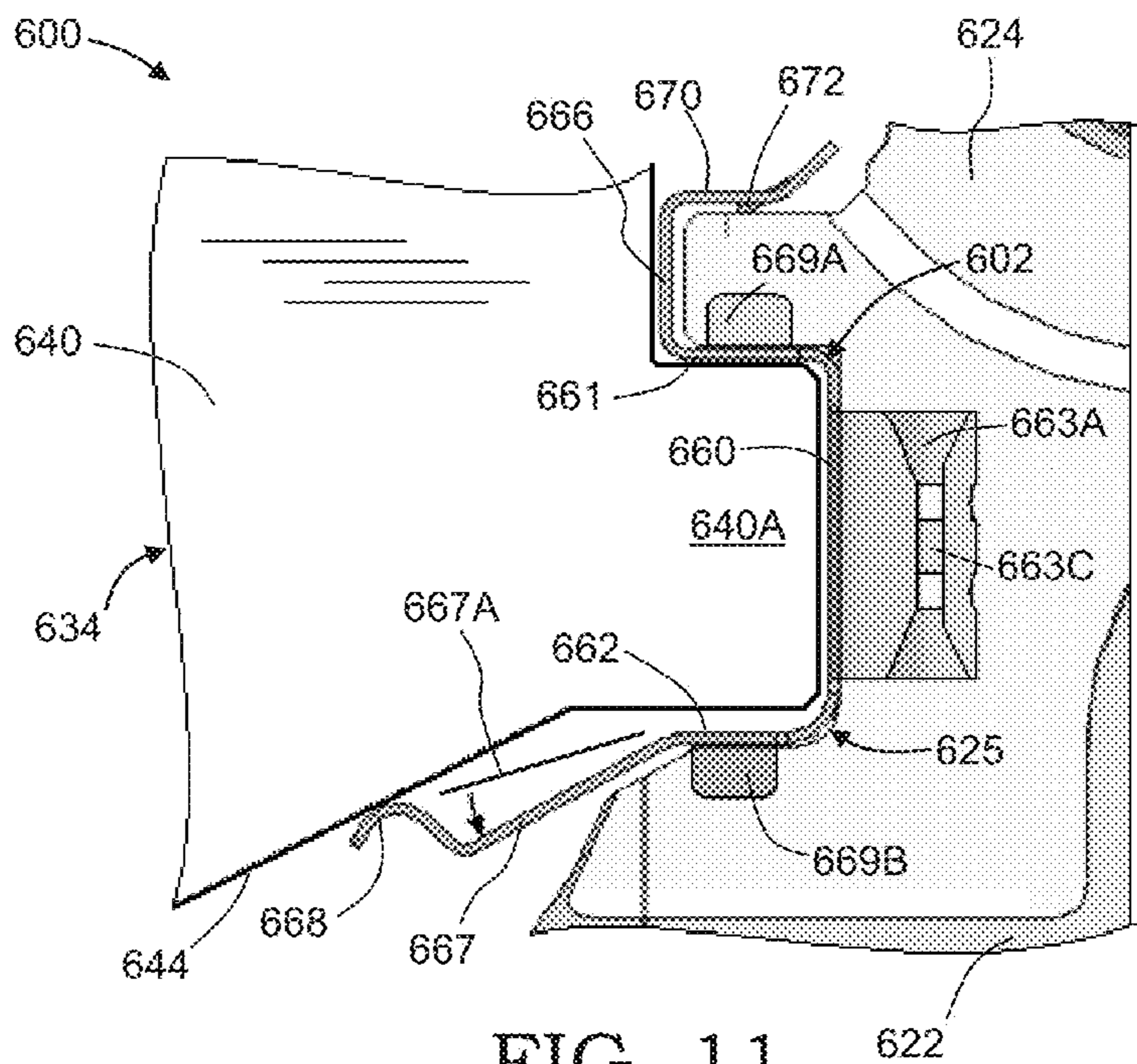


FIG. 11

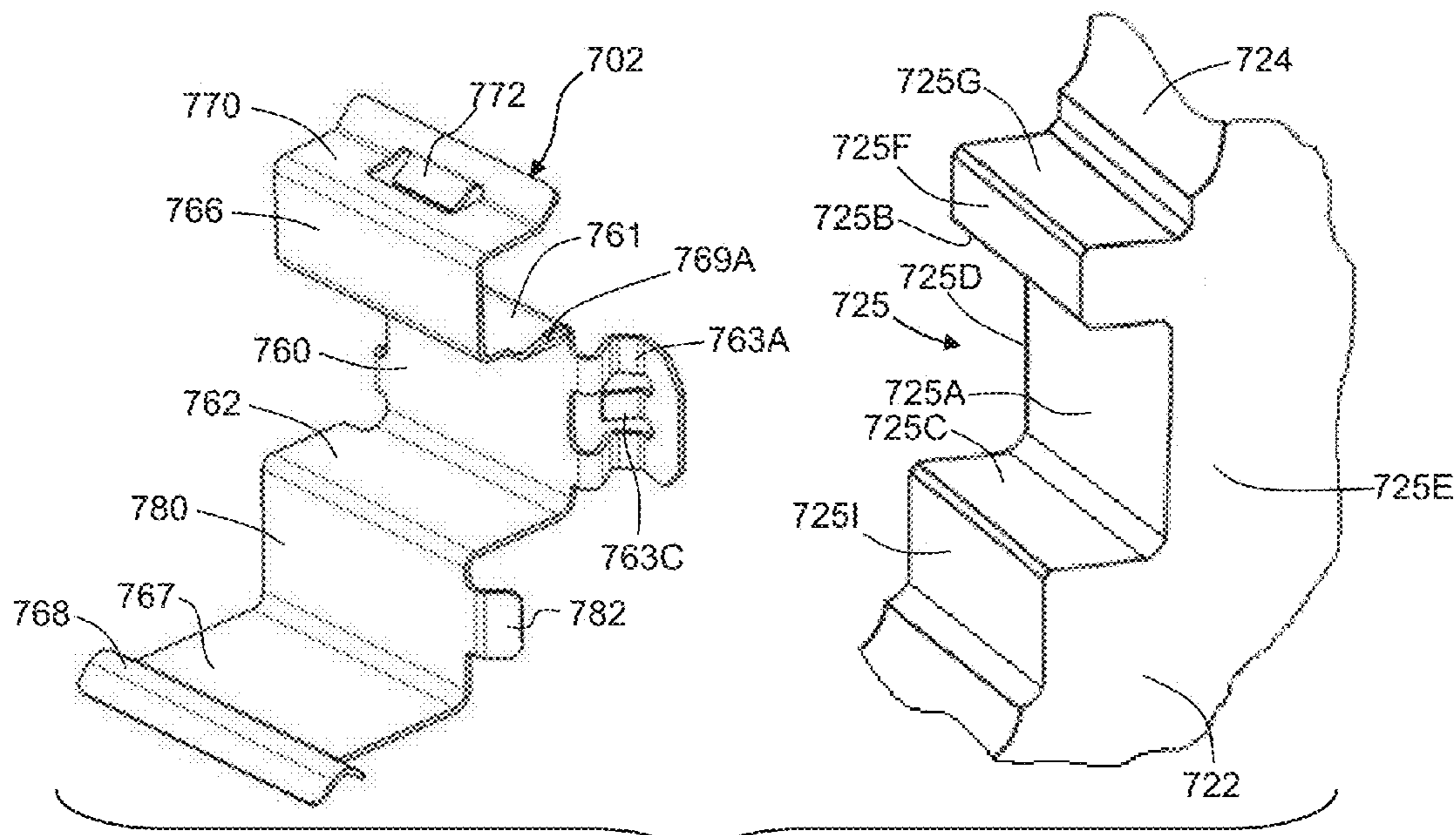


FIG. 12

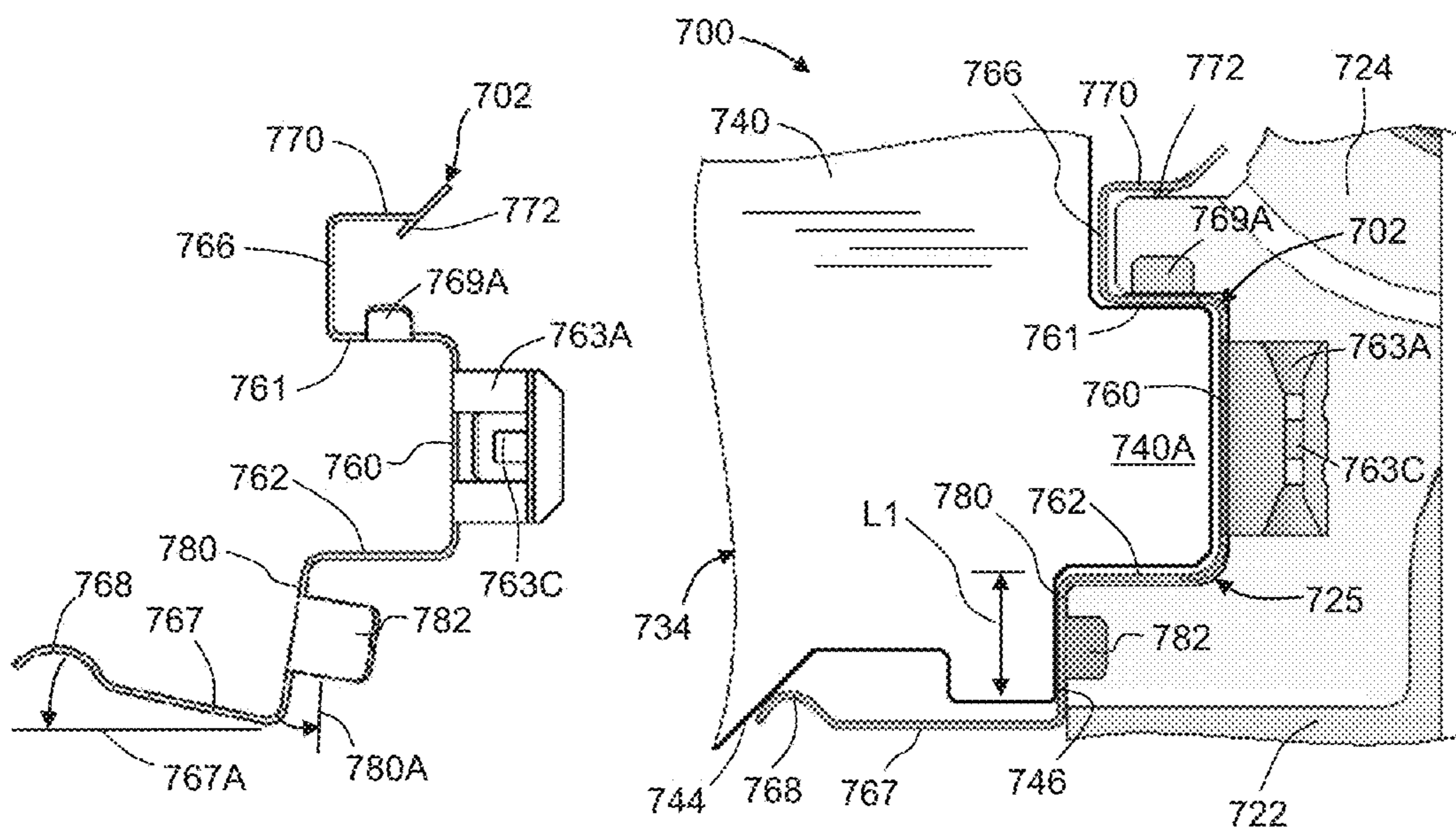


FIG. 13

FIG. 14



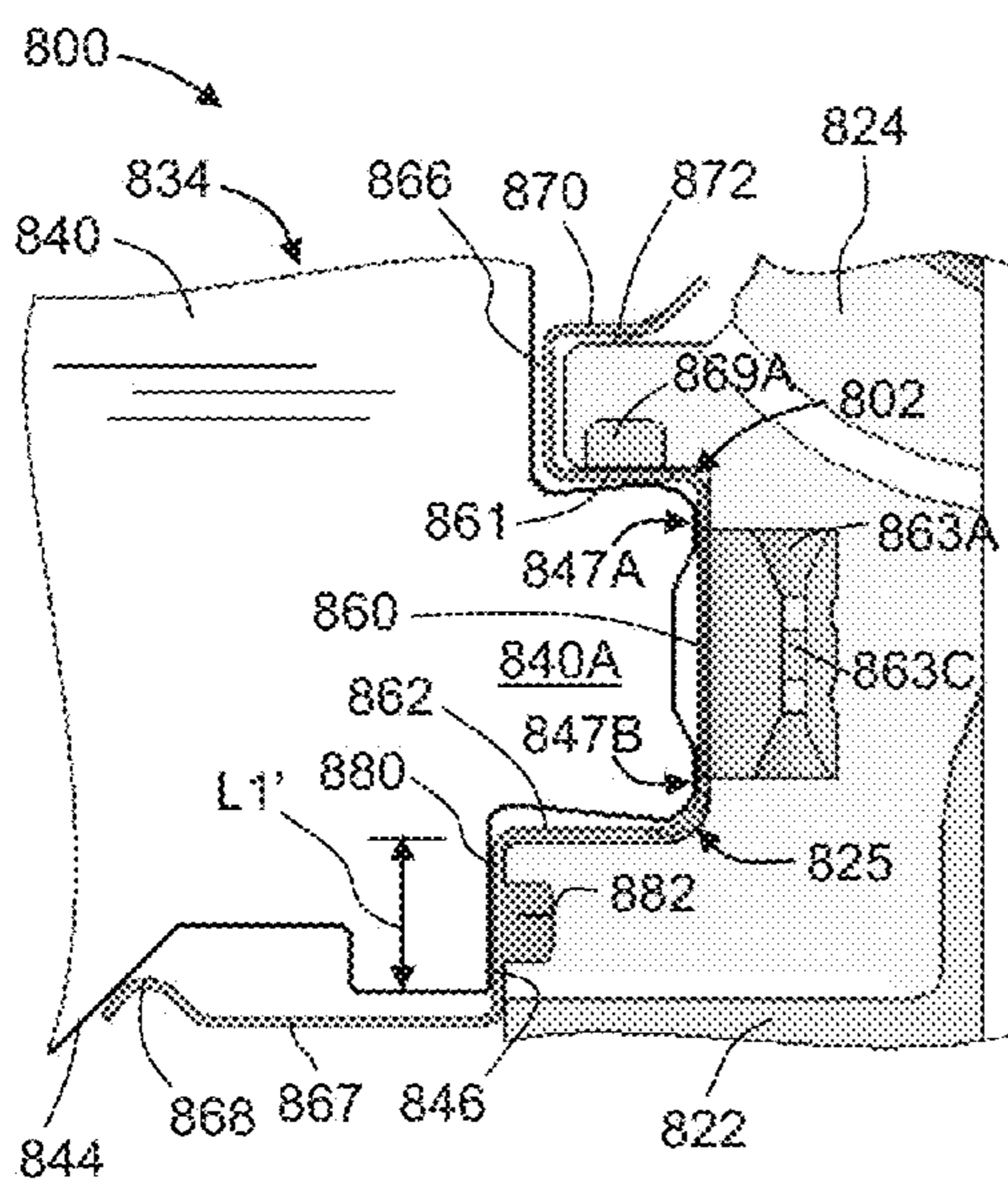


FIG. 14A

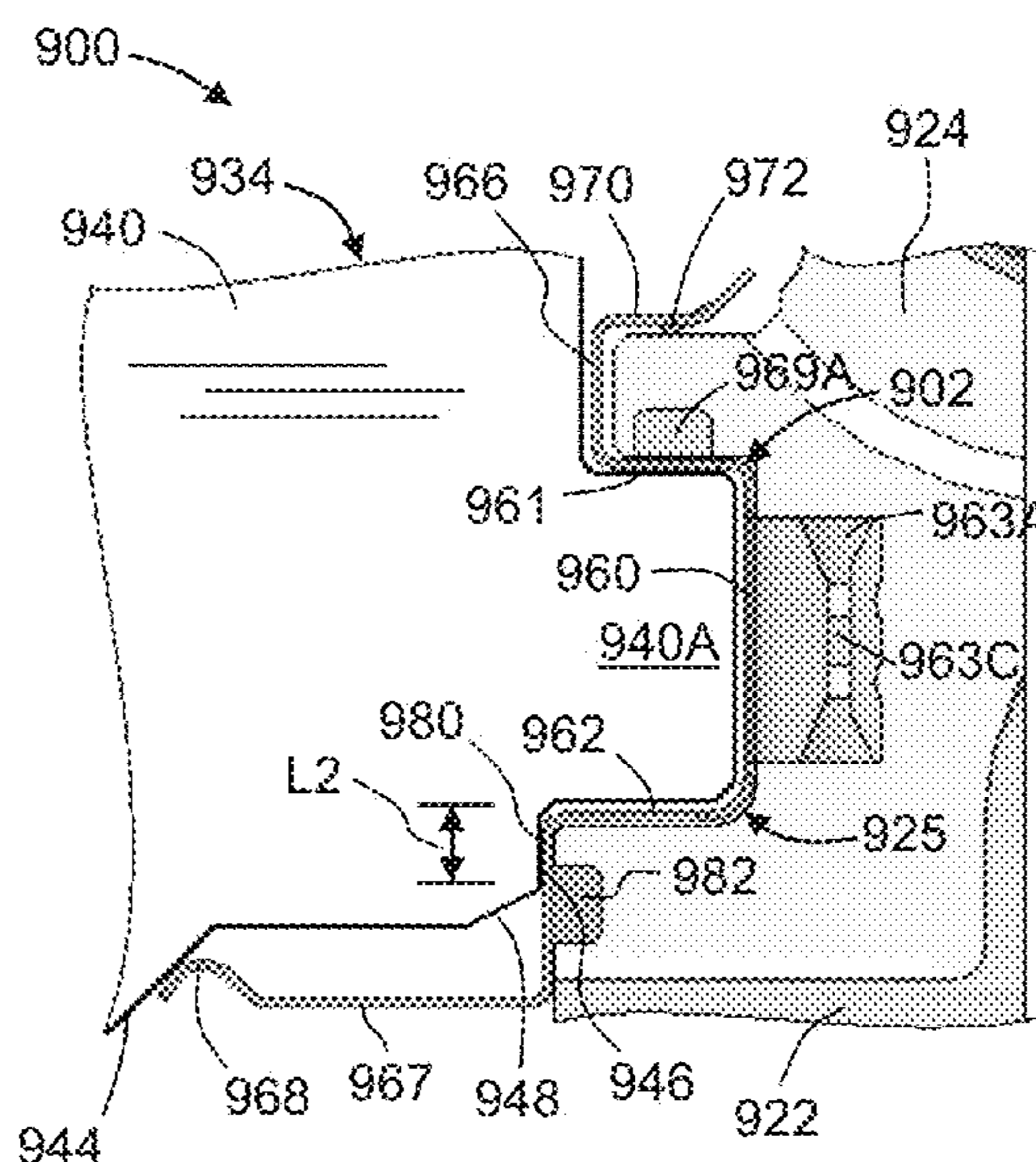


FIG. 14B

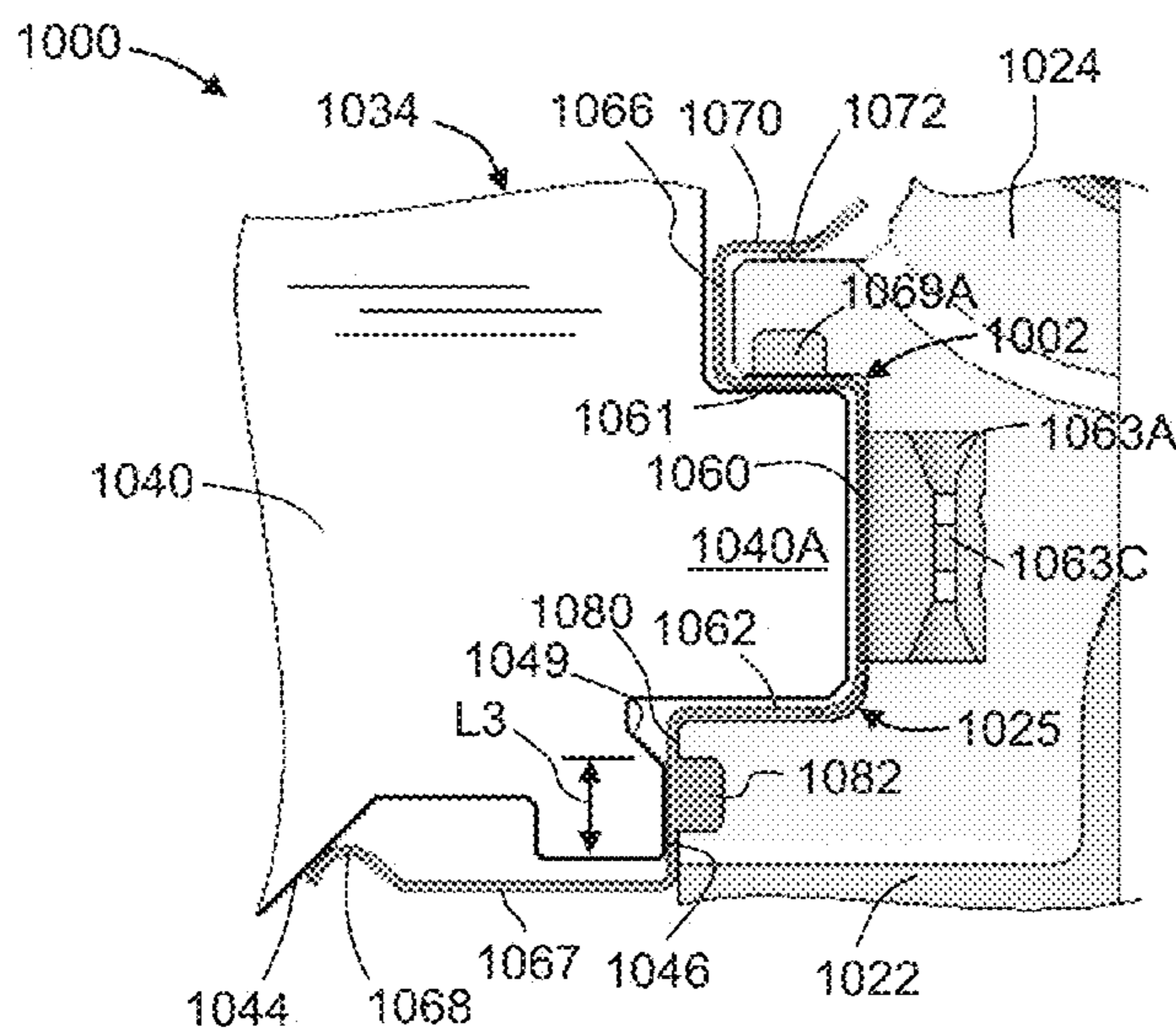


FIG. 14C

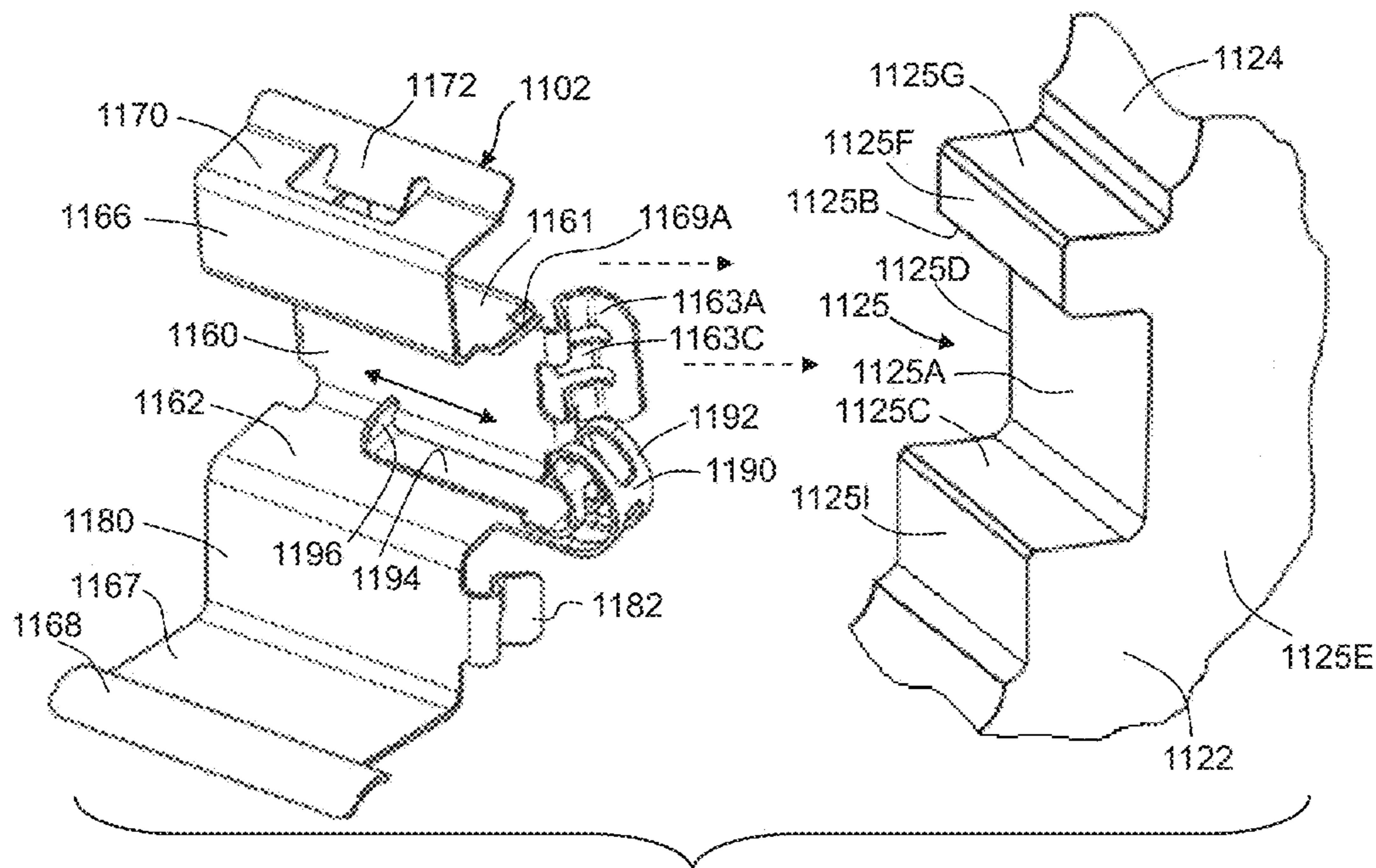


FIG. 15

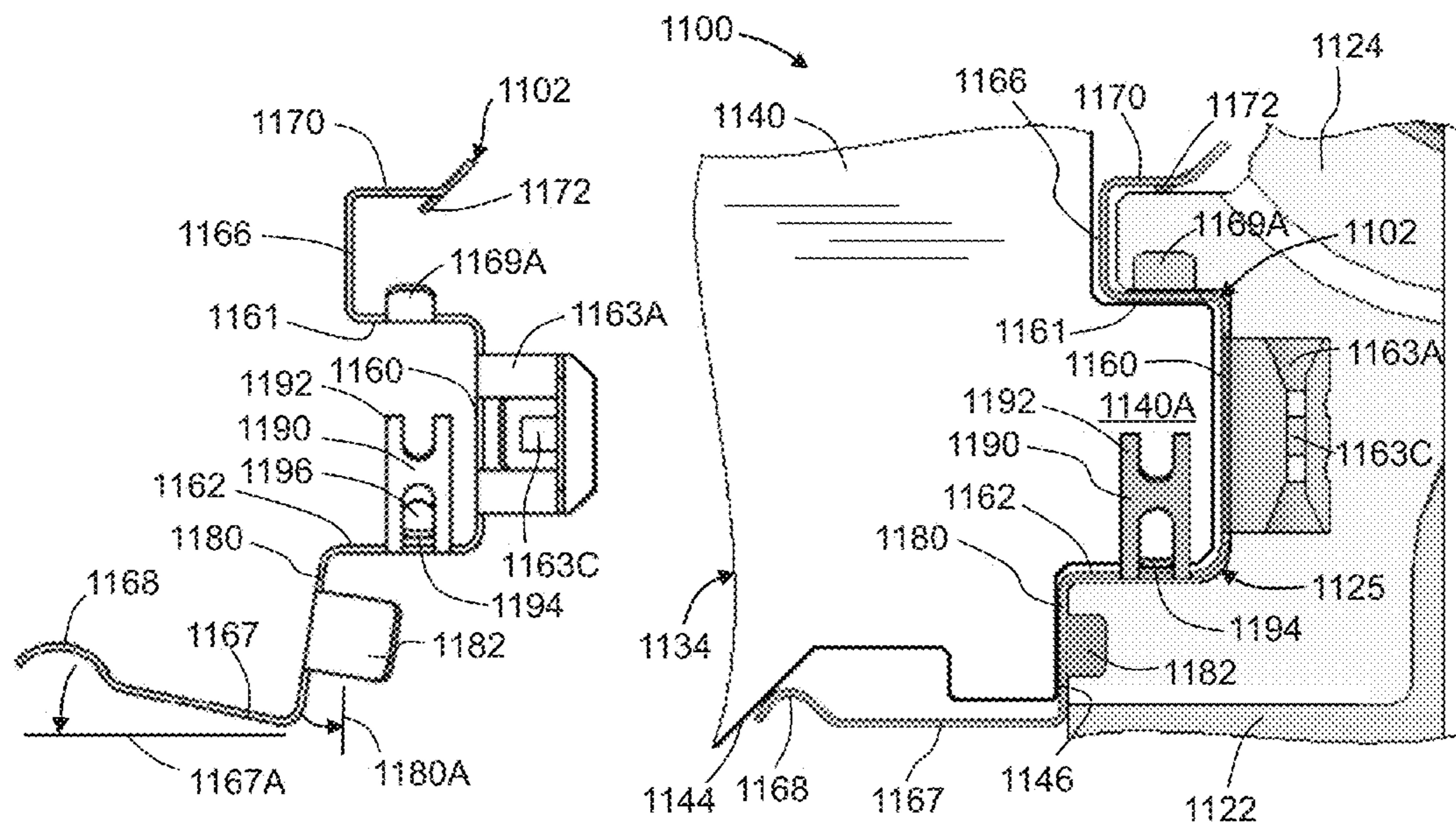


FIG. 16

FIG. 17

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**CLIP FOR USE IN A DISC BRAKE  
ASSEMBLY AND DISC BRAKE ASSEMBLY  
INCLUDING SUCH A CLIP**

CROSS-REFERENCE TO RELATED  
APPLICATIONS

This application is a divisional of U.S. Ser. No. 13/359, 124, filed 26 Jan. 2012, the disclosure of which is incorporated herein by reference in entirety.

BACKGROUND OF THE INVENTION

This invention relates in general to vehicle disc brake assemblies and in particular to an improved structure for a brake clip for use in a brake pad assembly of a disc brake assembly and a disc brake assembly including such a brake clip.

Most vehicles are equipped with a brake system for slowing or stopping movement of the vehicle in a controlled manner. A typical brake system for an automobile or light truck includes a disc brake assembly for each of the front wheels and either a drum brake assembly or a disc brake assembly for each of the rear wheels. The brake assemblies are actuated by hydraulic or pneumatic pressure generated when an operator of the vehicle depresses a brake pedal. The structures of these drum brake assemblies and disc brake assemblies, as well as the actuators therefore, are well known in the art.

A typical disc brake assembly includes a brake rotor which is secured to a wheel of the vehicle for rotation therewith. The disc brake assembly further includes a caliper assembly that is slidably supported on pins secured to an anchor bracket. The anchor bracket is secured to a non-rotatable component of the vehicle, such as the axle flange or steering knuckle, which is connected to the vehicle frame. The caliper assembly includes a pair of brake pads which are disposed on opposite sides of the brake rotor. The brake pads are connected to one or more hydraulically or pneumatically actuated pistons for movement between a non-braking position and a braking position, wherein they are moved into frictional engagement with the opposed braking surfaces of the brake rotor. For example, when an operator of the vehicle depresses the brake pedal, the piston urges the brake pads from the non-braking position to the braking position so as to frictionally engage the opposed braking surfaces of the brake rotor and thereby slow or stop rotation of the associated wheel of the vehicle.

When the disc brake assembly is not actuated, the brake pads are normally spaced apart from the opposite sides of the rotor. Because they are not positively engaged with the rotor, the brake pads are free to move relative to other brake and vehicle components during vehicle operation. As a result, vehicle induced vibration loads are known to cause undesirable rattle or other noises between the brake pads and the other brake components. To prevent this from occurring, it is known to provide a brake clip between the anchor bracket and the brake pad.

A typical brake clip is embodied as a spring metal member having outwardly extending legs or walls which spring load each of the brake pads against a non-moving component of the disc brake assembly. The brake clip exerts a relatively small force against the associated brake pad which prevents it from rattling while limiting pad sliding resistance to an optimum level when the disc brake assembly is disengaged. However, it is known for debris (e.g. brake dust, corrosion, etc.) to accumulate between the brake clip and the anchor

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bracket. Over time, the debris can become packed and harden thereby compromising a predefined clearance between the brake pad and the brake clip which may, in turn, cause the brake pads to seize. Thus, it would be desirable to provide a brake clip that eliminates or substantially reduces rattle noise and the accumulation of debris between the brake clip and the anchor bracket.

SUMMARY OF THE INVENTION

This invention relates to a brake clip for use in a brake pad assembly of a disc brake assembly and a disc brake assembly including such a brake clip. According to one embodiment of the present invention, a brake clip is provided for use with a disc brake assembly. The brake clip includes a U-shaped section having a base leg with opposing first and second legs extending from the base leg. An abutment leg extends from at least one of the first and second legs of the U-shaped section. An extension leg extends from the abutment leg. The abutment leg is in contact with an anchor bracket of the disc brake assembly and the extension leg is in contact with a brake pad of the disc brake assembly when the brake clip is disposed therebetween.

According to another embodiment of the present invention, the brake clip is provided wherein the abutment leg extends generally perpendicular from at least one of the first and second legs of the U-shaped section.

According to another embodiment of the present invention, the brake clip is provided wherein at least one of the first and second legs of the U-shaped section includes a retention tab extending outwardly from a surface thereof.

According to another embodiment of the present invention, the brake clip is provided wherein at least one of the abutment leg and the extension leg is adapted to be deflected from an initial position to a second position by the brake pad when the brake clip is disposed between the anchor bracket and the brake pad.

According to another embodiment of the present invention, the brake clip further includes a first support leg extending from one of the first and second legs of the U-shaped section, and a second support leg extending from the first support leg so as to overlap with the first and second legs.

According to another embodiment of the present invention, the brake clip further includes a retractor clip extending along one of the first and second legs of the U-shaped section.

According to another embodiment of the present invention, a brake pad and clip assembly for use with a disc brake assembly is provided that includes a brake pad having at least one guide rail. At least one brake clip that is adapted to be disposed between the guide rail of the brake pad and an anchor bracket of the disc brake assembly. The brake clip includes a U-shaped section having a base leg with opposing first and second legs extending from the base leg. An abutment leg extends from at least one of the first and second legs of the U-shaped section. An extension leg extends from the abutment leg, wherein the abutment leg is in contact with the anchor bracket and the extension leg is in contact with the brake pad when the brake clip is disposed therebetween.

According to another embodiment of the present invention, the brake pad and clip assembly is provided wherein the brake pad further includes an abutment surface in contact with the abutment leg of the brake clip when the brake clip is disposed between the brake pad and the anchor bracket.

According to another embodiment of the present invention, the brake pad and clip assembly is provided wherein

the abutment surface includes one of a chamfer and a relief for reducing the contact area between the abutment surface and the abutment leg of the brake clip.

According to another embodiment of the present invention, the brake pad and clip assembly is provided wherein the guide rail of the brake pad includes at least two protrusions that are spaced apart from one another and in contact with the U-shaped section of the brake clip when the brake clip is disposed between the brake pad and the anchor bracket.

According to another embodiment of the present invention, the brake pad and clip assembly is provided wherein the brake pad includes a surface that is angled relative to at least one of the first and second legs of the U-shaped section of the brake clip. The extension leg of the brake clip is in contact with the angled surface when the brake clip is disposed between the anchor bracket and the brake pad.

According to another embodiment of the present invention, a disc brake assembly is provided that includes an anchor bracket having a channel formed therein that includes a rear surface and opposing first and second surfaces extending from the rear surface. The anchor bracket further includes a contact surface extending from at least one of the first and second surfaces of the channel. A brake pad includes a guide rail that is disposed within the channel of the anchor bracket. A brake clip is disposed between the anchor bracket and the brake pad. The brake clip includes a U-shaped section having a base leg with opposing first and second legs extending from the base leg. An abutment leg extends from at least one of the first and second legs of the U-shaped section, wherein the abutment leg is in contact with the contact surface of the anchor bracket. An extension leg extends from the abutment leg, wherein the extension leg is in contact with a portion of the brake pad.

According to another embodiment of the present invention, the disc brake assembly is provided wherein the contact surface of the anchor bracket extends generally perpendicular from at least one of the first and second surfaces of the channel.

According to another embodiment of the present invention, the disc brake assembly is provided wherein the brake pad further includes an abutment surface in contact with the abutment leg of the brake clip.

According to another embodiment of the present invention, the disc brake assembly is provided wherein at least one of the abutment leg and the extension leg of the brake clip is deflected from an initial position to a second position by the brake pad when the brake clip is disposed between the anchor bracket and the brake pad.

According to another embodiment of the present invention, the disc brake assembly is provided wherein at least one of the first and second surfaces of the channel in the anchor bracket includes a groove, and at least one of the first and second legs of the U-shaped section of the brake clip includes a retention tab that is received within the groove.

According to another embodiment of the present invention, the disc brake assembly is provided wherein the brake pad includes a surface that is angled relative to at least one of the first and second legs of the U-shaped section of the brake clip, and the extension leg of the brake clip is in contact with the angled surface.

According to another embodiment of the present invention, the disc brake assembly is provided wherein the anchor bracket includes a ledge having a front surface extending from one of the first and second surfaces and a top surface extending from the front surface. The brake clip further includes a first support leg extending from one of the first

and second legs of the U-shaped section along the front surface of the ledge and a second support leg extending from the first support leg along a top surface of the ledge.

According to another embodiment of the present invention, the disc brake assembly is provided wherein the brake clip further includes a retractor clip extending along one of the first and second legs of the U-shaped section.

According to another embodiment of the present invention, a brake pad and clip assembly for use with a disc brake assembly is provided that includes a brake pad having a guide rail, wherein the guide rail includes at least two protrusions that are spaced apart from one another. A brake clip including a U-shaped section having a base leg with opposing first and second legs extends from the base, wherein the U-shaped section receives the guide rail of the brake pad therein such that the two protrusions of the guide rail are in contact with the U-shaped section of the brake clip when the brake pad and brake clip are assembled on the disc brake assembly.

Other advantages of this invention will become apparent to those skilled in the art from the following detailed description of the preferred embodiments, when read in light of the accompanying drawings.

#### BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of a prior art disc brake assembly.

FIG. 2 is an exploded perspective view of the prior art disc brake assembly illustrated in FIG. 1.

FIG. 3 is an exploded perspective view of selected components of a disc brake assembly including a plurality of brake clips in accordance with a first embodiment of the present invention.

FIG. 4 is an exploded perspective view of one of the brake clips illustrated in FIG. 3 prior to installation on an anchor bracket which is partially illustrated therein.

FIG. 5 is a side view of a portion of the disc brake assembly illustrated in FIG. 3 showing the brake clip illustrated in FIGS. 3 and 4 installed on the anchor bracket.

FIG. 6 is a perspective view of a brake clip in accordance with a second embodiment of the present invention.

FIG. 7 is a perspective view of a brake clip in accordance with a third embodiment of the present invention.

FIG. 8 is a perspective view of a brake clip in accordance with a fourth embodiment of the present invention.

FIG. 9 is a perspective view of a brake clip in accordance with a fifth embodiment of the present invention.

FIG. 10 is an exploded perspective view of a brake clip in accordance with a sixth embodiment of the present invention prior to installation on an anchor bracket which is partially illustrated therein.

FIG. 11 is a side view of a portion of a disc brake assembly showing the brake clip illustrated in FIG. 10 installed on an anchor bracket.

FIG. 12 is an exploded perspective view of a brake clip in accordance with a seventh embodiment of the present invention prior to installation on an anchor bracket which is partially illustrated therein.

FIG. 13 is a side elevational view of the brake clip illustrated in FIG. 12 showing the brake clip in an uninstalled position.

FIG. 14 is a side view of a portion of a disc brake assembly showing the brake clip illustrated in FIGS. 12 and 13 installed on an anchor bracket.

FIG. 14A is a side view of a portion of a disc brake assembly showing the brake clip illustrated in FIGS. 12 and

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13 installed on an anchor bracket in accordance with an eighth embodiment of the present invention.

FIG. 14B is a side view of a portion of a disc brake assembly showing the brake clip illustrated in FIGS. 12 and 13 installed on an anchor bracket in accordance with a ninth embodiment of the present invention.

FIG. 14C is a side view of a portion of a disc brake assembly showing the brake clip illustrated in FIGS. 12 and 13 installed on an anchor bracket in accordance with a tenth embodiment of the present invention.

FIG. 15 is an exploded perspective view of a brake clip in accordance with an eleventh embodiment of the present invention prior to installation on an anchor bracket which is partially illustrated therein.

FIG. 16 is a side elevational view of the brake clip illustrated in FIG. 15 showing the brake clip in an uninstalled position.

FIG. 17 is a side view of a portion of a disc brake assembly showing the brake clip illustrated in FIGS. 15 and 16 installed on an anchor bracket.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Referring now to the drawings, there is illustrated in FIG. 1 a prior art disc brake assembly, indicated generally at 10, for applying braking friction to a braking rotor (not shown) of a vehicle (also not shown). The general structure and operation of the prior art disc brake assembly 10 is conventional in the art. Thus, only those portions of the prior art disc brake assembly 10 that are necessary for a full understanding of this invention will be explained and illustrated.

FIG. 2 illustrates an exploded view of the prior art disc brake assembly 10. The prior art disc brake assembly 10 includes a caliper assembly which typically includes an anchor bracket 11 and a caliper 12. The caliper 12 is slidably supported to the anchor bracket 11 by a pair of pins 12A and 12B. The anchor bracket 11 is, in turn, secured to a stationary component of the vehicle, such as for example an axle flange (not shown) or a steering knuckle (also not shown) by a pair of mounting bolts 11A and 11B. The caliper 12 includes an inner section 13 and an outer section 14 connected by a bridge section 15. A pair of hydraulic actuators, namely a first piston 16 and a second piston 17 connect to hydraulic ports (not shown) of the inner section 13.

A first seal 18A and a second seal 18B are disposed between the first piston 16 and the second piston 17 and their respective hydraulic ports for creating a sealed surface between the hydraulic ports and first and second pistons 16 and 17. A first dust seal 19A and a second dust seal 19B are coupled to exposed ends of the first piston 16 and the second piston 17, respectively. The first dust seal 19A and the second dust seal 19B prevent dust and other contaminants from forming on the end portions of the first and second pistons 16 and 17.

An outer brake pad 20 and an outer noise insulator 21 are supported by the anchor bracket 11. A first clip 22A and a second clip 22B are adapted to mate with end portions of the outer brake pad 20. The first clip 22A and second clip 22B assist in retaining the outer brake pad 20 to the anchor bracket 11 in addition to preventing rattle of the outer brake pad 20.

An inner brake pad 24 and an inner noise insulator 25 are also supported by the anchor bracket 11. A third clip 22C and a fourth clip 22D (not shown) are adapted to mate with end portions of the inner brake pad 24. The third clip 22C and

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fourth clip 22D assist in retaining the inner brake pad 24 to the anchor plate 11 in addition to preventing rattle of the inner brake pad 24.

When pressurized fluid is forced against the first piston 16 and second piston 17, the inner brake pad 24 is urged against the brake rotor (not shown) for applying a friction force to the rotor. An inward force is also applied by the caliper 12 to the outer brake pad 20 for urging the outer brake pad 20 against the brake rotor for applying a friction force to the rotor.

Referring now to FIG. 3, there is illustrated a perspective view of selected components of a disc brake assembly, indicated generally at 100, including a first pair of brake clips 102 and a second pair of brake clips 104 shown in an uninstalled position thereon, in accordance with a first embodiment of the present invention. The disc brake assembly 100 that is illustrated in FIG. 3 is a well known "Collete" sliding type of disc brake assembly. The general structure and operation of the disc brake assembly 100 is conventional in the art. Thus, only those portions of the disc brake assembly 100 which are necessary for a full understanding of this invention will be explained and illustrated in detail. Also, although this invention will be described and illustrated in connection with the particular disc brake assembly 100 disclosed herein, it will be appreciated that this invention may be used in connection with other types of disc brake assemblies. For example, the invention may be used in conjunction with other single piston, twin piston, single opposed piston and twin opposed piston disc brake assemblies, such as shown for example in U.S. Pat. No. 7,784,591 to Franz et al., the disclosure of which is incorporated by reference in entirety herein.

As shown therein, the illustrated disc brake assembly 100 includes a generally C-shaped caliper 112, an anchor bracket 122, and a pair of brake pads 132 and 134. The disc brake assembly 100 is illustrated as being adapted for use on a front left wheel of a vehicle, although such is not required.

In this embodiment, the caliper 112 includes an inner section 114 and an outer section 116 that are connected by a bridge section 118. The illustrated caliper 112 is slidably supported to the anchor bracket 122 by a pair of guide pins 120 that extend into the anchor bracket 122. The caliper 112 can be secured to the guide pins 120 by a pair of guide pin bolts 121. The anchor bracket 122 is, in turn, secured to a stationary component of a vehicle, such as for example an axle flange (not shown) or a steering knuckle (also not shown).

In the illustrated embodiment, the anchor bracket 122 includes a first pair of spaced apart non-threaded openings or blind holes 122A, and a second pair of spaced apart threaded openings 122B. The openings 122A are each adapted to receive one of the associated guide pins 120, and the openings 122B are each adapted to receive a mounting bolt (not shown). The mounting bolts extend through the openings 122B and are received in threaded openings provided in the stationary vehicle component (not shown), thereby securing the anchor bracket 122 to the stationary vehicle component. Alternatively, other known securing methods can be used to secure the brake caliper 112 to the anchor bracket 122 and/or to secure the anchor bracket 122 to the stationary vehicle component if so desired.

In the illustrated embodiment, the anchor bracket 122 includes a pair of axially and outwardly extending arms 124 and 126 that are interconnected at their outboard ends by an outer tie bar 128 and interconnected at their inboard ends by an inner tie bar 130. In this embodiment, the arm 126 is at the leading end of the disc brake assembly 100 and the arm

124 is at the trailing end of the disc brake assembly 100. Alternatively, the anchor bracket 122 can be constructed to include only one of the inner tie bar 130 or the outer tie bar 128 if so desired.

Each of the arms 124 and 126 respectively includes a pair of spaced apart notches or channels, indicated generally at 125 and 127, formed therein (only channels 125 are clearly shown, but channels 127 are preferably identical to the channels 125). In particular, the pair of channels 125 are provided on the inner wall of arm 124 and are parallel to one another, and the pair of channels 127 are provided on the inner wall of arm 126 and are parallel to one another. The channels 125 and 127 slidably support the outboard brake pad 132 and the inboard brake pad 134 having the brake clips 102 and 104 assembled therewith, as will be explained below. Thus, in the illustrated embodiment the channels 125 and 127 are adapted to receive the associated brake clips 102 and 104 prior to assembly of the brake pads 132 and 134 to the anchor bracket 122. The channels 125 and 127 will be described in further detail below.

The outboard brake pad 132 includes a backing plate 136 and a friction pad 138. The outboard backing plate 136 includes opposite ends having outwardly projecting guide rails 136A (only one guide rail is shown) formed thereon. The guide rails 136A are configured to support the outboard brake pad 132 for sliding movement within the channels 125 and 127 of the anchor bracket 122. Similarly, the inboard brake pad 134 includes a backing plate 140 and a friction pad 142. The inboard backing plate 140 includes opposite ends having outwardly projecting guide rails 140A and 140B formed thereon. The guide rails 140A and 140B are configured to support the inboard brake pad 134 for sliding movement within the channels 125 and 127 of the anchor bracket 122. Alternatively, in another non-illustrated embodiment, the outboard brake pad 132 can be supported on a brake piston of the disc brake assembly 100 while the inboard brake pad 134 can be supported on the inboard leg portion 116 of the caliper 112. In the illustrated embodiment, the guide rails 136A and 140A, 140B each preferably have a generally rectangular cross sectional shape, although such is not required.

Referring now to FIGS. 4 and 5, the structure of the first embodiment of the channels 125 and 127 and the brake clips 102 and 104 will be described. It should be appreciated that the pairs of channels 125 and 127 can be identical to or mirror images of one another and, similarly, the pair of brake clips 102 and 104 can be identical to or mirror images of one another, although such is not required. Accordingly, only one of the channels 125 and 127, namely channel 125, and only one of the brake clips 102 and 104, namely brake clip 102, will be described below in connection with the embodiment shown in FIGS. 4 and 5.

As shown in the illustrated embodiment, the channel 125 has a generally rectangular cross section that includes a rear surface 125A and opposing upper and lower surfaces 125B and 125C. In particular, the upper and lower surfaces 125B and 125C are generally parallel with one another and extend outwardly in a perpendicular manner from the rear surface 125A, although the surfaces may have any angle relative to one another or the rear surface 125A. In addition, the illustrated anchor bracket 122 includes a first side surface 125D and a second side surface 125E that extend along opposite sides of the inner tie bar 130 thereof. The anchor bracket 122 further preferably includes a front surface 125F that extends upwardly from the upper surface 125B of the channel 125. The front surface 125F is a substantially flat

surface that extends in a generally perpendicular direction from the upper surface 125B, although such is not required.

The channel 125 may further include a pair of opposing grooves 129A and 129B that are provided in the upper and lower surfaces 125B and 125C, respectively. As shown in FIG. 4, the grooves 129A and 129B extend along an entire length of the upper and lower surfaces 125B and 125C, although such is not required. Further, the grooves 129A and 129B can have any cross-sectional shape as desired. For example, as shown in FIG. 5, the grooves 129A and 129B may each define a trapezoidal shape having at least one surface that is angled or otherwise slanted, the purposes of which will be explained below.

Referring again to FIG. 4, the illustrated brake clip 102 includes a U-shaped section having a substantially flat base leg 160. A first or upper leg 161 and a second or lower leg 162 extend outwardly in a generally perpendicular manner from opposing edges of the base leg 160. The upper leg 161 and the lower leg 162 are flat structures that are parallel with one another and perpendicular with the base portion 160, thereby forming a rectangular shape that generally corresponds with the shape of the channel 125, although such is not required. As such, when the brake clip 102 is installed on the anchor bracket 122, the base leg 160 extends along and is seated against the rear surface 125A of the channel 125. The upper leg 161 extends along and is generally seated against or otherwise in contact with the upper surface 125B of the channel 125, although such is not required. The lower leg 162 extends along and is generally seated against or otherwise in contact with the lower surface 125C of the channel 125, although such is also not required.

In the illustrated embodiment, the brake clip 102 preferably includes at least one or a pair of retaining members 163A and 163B. The retaining members 163A and 163B are resilient portions that extend rearward from opposite edges of the base leg 160. It should be appreciated that the retention members 163A and 163B can be formed by a stamping operation or, alternatively, may be separate components that are secured thereto if so desired. Either or both of the retaining members 163A and 163B may include a lip, a protrusion, or any other structural features that are configured to engage the anchor bracket 122 and secure the brake clip 102 thereto. For example, the illustrated retaining member 163A includes a "punch-out" tab 163C. In operation, when the brake clip 102 is installed on the anchor bracket 122, the retaining members 163A and 163B extend along and engage the side surfaces 125D and 125E, respectively, of the anchor bracket 122 to assist in securing the brake clip 102 to the anchor bracket 122.

The illustrated upper leg 161 further includes a retention tab 164A and the illustrated lower leg 162 further includes a retention tab 164B, although either or both are not required. The retention tabs 164A and 164B are resilient members that extend outwardly from surfaces of the upper and lower legs 161 and 162, respectively. For example, the retention tab 164A may extend upwardly from the upper leg 161 and the retention tab 164B may extend downwardly from the lower leg 162. As shown, the retention tabs 164A and 164B are elongated, rectangular shaped tabs that are respectively attached along one side thereof to the upper and lower legs 161 and 162. It should be appreciated that the retention tabs 164A and 164B can be formed by a punching or stamping operation or, alternatively, may be separate components that are secured thereto if so desired. In operation, when the brake clip 102 is installed on the anchor bracket 122, the retention tabs 164A and 164B extend into the grooves 129A and 129B, respectively, which are formed

in the upper and lower surfaces 125B and 125C of the channel 125. End portions of the retention tabs 164A and 164B engage the slanted surface of the respective grooves 129A and 129B to positively secure the brake clip 102 to the anchor bracket 122. Thus, the retention tabs 164A and 164B are configured to prevent or substantially reduce movement of the brake clip 102 relative to the channel 125 during operation of the disc brake assembly 100. Additional embodiments of the retention tabs 164A and 164B will be described below.

In the illustrated embodiment, the upper leg 161 of the brake clip 102 further preferably includes a first support leg 166. The first support leg 166 extends from the upper leg 161. As shown in FIG. 5, the first support leg 166 is configured to generally correspond with and extend adjacent to the front surface 125F of the anchor bracket 122 when the brake clip 102 is installed on the anchor bracket 122, although such is not required. As such, the first support leg 166 is disposed between the anchor bracket 122 and the backing plate 140 of the brake pad 134 when the associated components of the disc brake assembly 100 are assembled. Further, the first support leg 166 can be seated against or otherwise contact the front surface 125F of the anchor bracket 122 if so desired to help reduce the intake and accumulation of debris behind the brake clip 102.

In the illustrated embodiment, the lower leg 162 of the brake clip 102 further preferably includes an extension leg 167. The extension leg 167 is a resilient member that extends outwardly from the lower leg 162 and has an initial angle relative to the lower leg 162, as indicated by line 167A. An end portion of the extension leg 167 may include a lip portion 168 having a semi-circular cross-sectional shape or any other desired cross-sectional shape. The lip portion 168 is provided to assist in deflection of the extension leg 167, as will be explained below.

In operation, when the brake pad 134 is installed on the anchor bracket 122 as shown in FIG. 5, the lip portion 168 of the extension leg 167 is preferably in contact with a lower angled surface 144 of the backing plate 140. The lower angled surface 144 can define any angular relationship relative to a line of symmetry LS that extends generally parallel with the upper and lower surfaces 125B and 125C of the channel 125. The extension leg 167 is deflected or otherwise pivoted by the lower angled surface 144 from an initial position 167A to a second position as illustrated. A resultant spring force  $F_R$  is generated in the extension leg 167 due to the material (e.g. spring steel) that is used to form the brake clip 102. As a result of the lower angled surface 144, the resultant force  $F_R$  produces a first component force  $F_1$  and a second component force  $F_2$ . The first component force  $F_1$  acts in a vertical direction, respectively, and helps maintain contact pressure between the lower leg 162 of the brake clip 102 and the lower surface 125C of the channel 125. The second component force  $F_2$  acts in a horizontal direction, respectively, and helps the brake clip 102 to “self jam” against the rear surface 125A of the channel 125. Thus, contact of the extension leg 167 with the lower angled surface 144 helps to prevent the intake and accumulation of debris between the brake clip 102 and the anchor bracket 122.

To assemble the illustrated brake clip 102 to the anchor bracket 122, the first retaining member 163B can be initially brought into contact with the side surface 125D of the anchor bracket 122. The brake clip 102 can then be rotated or moved until the second retaining member 163A subsequently contacts the opposite side surface 125E of the anchor bracket 122. As discussed above, once the brake clip

102 is installed, the retention tabs 164A and 164B are seated in the upper and lower grooves 129A and 129B, respectively, such that the brake clip 102 is positively secured to the anchor bracket 122. Alternatively, the construction and/or the configuration of one or more of the channels 125 and/or 127 and/or one or more of the brake clips 102 and/or 104 can be other than illustrated and described if so desired. Also, it should be appreciated that the brake clip 102 can be assembled and thereby secured to the anchor bracket 122 in any desirable manner.

Referring now to FIG. 6, there is illustrated a brake clip, indicated generally at 202, in accordance with a second embodiment of the present invention. The brake clip 202 may include any structural features as described and illustrated above in the first embodiment, although such is not required. Similar features have been numbered with common reference numerals but have been increased to 200 (e.g. 202, 222, 232, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip 202 includes a base leg 260, upper and lower legs 261 and 262, a pair of retaining members 263A and 263B, a plurality of retention tabs 264A and 264B, a first support leg 266, and an extension leg 267. However, in this embodiment the upper leg 261 includes a pair of generally square shaped retention tabs 264A that extends upwardly therefrom. As shown, the retention tabs 264A are laterally spaced apart from one another and inwardly spaced from edges of the upper leg 261. Similarly, in this embodiment the lower leg 262 also includes a pair of generally square shaped retention tabs 264B that extends downwardly therefrom. As shown, the retention tabs 264B are also laterally spaced apart from one another and inwardly spaced from edges of the lower leg 262. It should be appreciated that the retention tabs 264A and 264B can have any size or may be configured in any manner.

Referring now to FIG. 7, there is illustrated a brake clip, indicated generally at 302, in accordance with a third embodiment of the present invention. The brake clip 302 may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to 300 (e.g. 302, 322, 332, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip 302 includes a base leg 360, upper and lower legs 361 and 362, a pair of retaining members 363A and 363B, a plurality of retention tabs 364A and 364B, a first support leg 366, and an extension leg 367. However, in this embodiment the upper leg 361 includes a pair of generally square shaped retention tabs 364A that extends downwardly therefrom. As shown, the retention tabs 364A are laterally spaced apart from one another, but one of the retention tabs 364A is adjacent to an edge of the upper leg 361 and the other retention tab 364A is inwardly spaced from an opposite edge of the upper leg 361. Similarly, in this embodiment the lower leg 362 also includes a pair of generally square shaped retention tabs 364B that extends downwardly therefrom. As shown, the retention tabs 364B are laterally spaced apart from one another, but both of the retention tabs 364B are located adjacent to opposite edges of the lower leg 362. Thus, it

should be appreciated that the retention tabs **364A** and **364B** can have any size or may be configured in any manner.

Referring now to FIG. **8**, there is illustrated a brake clip, indicated generally at **402**, in accordance with a fourth embodiment of the present invention. The brake clip **402** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to **400** (e.g. **402**, **422**, **432**, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip **402** includes a base leg **460**, upper and lower legs **461** and **462**, a pair of retaining members **463A** and **463B**, a plurality of retention tabs **464A** and **464B**, a first support leg **466**, and an extension leg **467**. However, in this embodiment the upper leg **461** includes a pair of generally triangular shaped retention tabs **464A** that extends upwardly therefrom. As shown, the retention tabs **464A** are laterally spaced apart from one another and are defined by edges of the upper leg **461** that are punched or otherwise bent upwardly. Similarly, in this embodiment the lower leg **462** also includes a pair of generally triangular shaped retention tabs **464B** that extends downwardly therefrom. As shown, the retention tabs **464B** are also laterally spaced apart from one another and are defined by edges of the lower leg **462** that are punched or otherwise bent downwardly. It should be appreciated that the retention tabs **464A** and **464B** can have any size or may be configured in any manner.

Referring now to FIG. **9**, there is illustrated a brake clip, indicated generally at **502**, in accordance with a fifth embodiment of the present invention. The brake clip **502** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to **500** (e.g. **502**, **522**, **532**, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip **502** includes a base leg **560**, upper and lower legs **561** and **562**, a pair of retaining members **563A** and **563B**, a plurality of retention tabs **564A** and **564B**, a first support leg **566**, and an extension leg **567**. However, in this embodiment the upper leg **561** includes a pair of generally triangular shaped retention tabs **564A** that extends upwardly therefrom. As shown, the retention tabs **564A** are laterally spaced apart from one another and inwardly spaced from edges of the upper leg **561**. Similarly, in this embodiment the lower leg **562** also includes a pair of generally triangular shaped retention tabs **564B** that extends downwardly therefrom. As shown, the retention tabs **564B** are also laterally spaced apart from one another and inwardly spaced from edges of the lower leg **562**. Thus, it should be appreciated that the retention tabs **564A** and **564B** can have any size or may be configured in any manner.

Referring now to FIGS. **10** and **11**, there is illustrated a brake clip **602** and an anchor bracket **622** including a channel, indicated generally at **625**, in accordance with a sixth embodiment of the present invention. The brake clip **602** and the anchor bracket **622** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but

have been increased to **600** (e.g. **602**, **622**, **632**, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated anchor bracket **622** includes a channel **625** having a rear surface **625A**, upper and lower surfaces **625B** and **625C**, opposite side surfaces **625D** and **625E**, and a front surface **625F**. The anchor bracket **622** further preferably includes a top surface **625G** that extends rearward from the front surface **625F**. Thus, the front surface **625F** and the top surface **625G** forms an upper ledge, indicated generally at **625H**, that extends outwardly above the channel **625**. In the illustrated embodiment, the top surface **625G** defines a substantially flat surface that extends in a generally perpendicular manner from the front surface **625F**. The front surface **625F** and the top surface **625G** may, however, define any angular relationship relative to the channel **625** as desired. The front surface **625F** and the top surface **625G** can be formed in any manner, including but not limited to a molding process, a machining process, a broaching process, or the like.

The illustrated brake clip **602** includes a base leg **660**, upper and lower legs **661** and **662**, a pair of retaining members **663A** and **663B** (not shown), a first support leg **666**, and an extension leg **667**. The brake clip **602** further preferably includes an upper installation tab **669A** and a lower installation tab **669B**, although such are not required. In this embodiment, the upper installation tab **669A** extends outwardly from a side of the upper leg **661** and is angled upwardly therefrom. The lower installation tab **669B** also extends outwardly from the lower leg **662** and is angled downwardly therefrom. The upper and lower installation tabs **669A** and **669B** are configured to align a guide rail **640A** that is provided on a backing plate **640** for insertion into the channel **625** during installation of a brake pad **634** on the anchor bracket **622**. It should be appreciated that the upper and lower installation tabs **669A** and **669B** can be otherwise configured in any suitable manner.

The upper leg **661** of the brake clip **602** further preferably includes a second support leg **670**. The second support leg **670** extends rearward from the first support leg **666**. As shown in FIG. **11**, the second support leg **670** can be configured to extend along the top surface **625G** of the upper ledge **625H**. Thus, the second support leg **670** can extend generally perpendicular from the first support leg **666** and may be seated against the top surface **625G**, although such is not required. The second support leg **670** may, however, define any angular relationship relative to the first support leg **666** or the top surface **625G** of the upper ledge **625H** as desired.

The second support leg **670** may further include a retention tab **672**. The illustrated retention tab **672** extends downward from the second support leg **670** and in a forward direction toward the first support leg **666**. Thus, when the brake clip **602** is installed on the anchor bracket **622**, the retention tab **672** engages the top surface **625G** of the upper ledge **625H** at a location that is offset or otherwise spaced from the rear surface **625A** of the channel **625** toward the front surface **625F**. This configuration resists pivotal movement of the brake clip **602** away from the channel **625**. Thus, it should be appreciated that the top surface **625G** of the upper ledge **625H** need not include a groove or the like to receive the retention tab **672** as a result of the offset engagement location. The retention tab **672** can be any



structure, including but not limited to the retention tabs described and illustrated above in the previous embodiments.

Referring now to FIGS. 12 through 14, there is illustrated a brake clip 702 and an anchor bracket 722 including a channel, indicated generally at 725, in accordance with a seventh embodiment of the present invention. The brake clip 702 and the anchor bracket 722 may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to 700 (e.g. 702, 722, 732, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated anchor bracket 722 includes a channel 725 having a rear surface 725A, upper and lower surfaces 725B and 725C, opposite side surfaces 725D and 725E, a front surface 725F, and a top surface 725G. The anchor bracket 722 further preferably includes a lower contact surface 725I that extends downwardly from the lower surface 725C of the channel 725. In the illustrated embodiment, the lower contact surface 725I defines a substantially flat surface that extends in a generally perpendicular manner from the lower surface 725C. The lower contact surface 725I may, however, define any angular relationship relative to the lower surface 725C of the channel 725 as desired. It should also be appreciated that the lower contact surface 725I can be formed in any manner, including but not limited to a molding process, a machining process, a broaching process, or the like.

The illustrated brake clip 702 includes a base leg 760, upper and lower legs 761 and 762, a pair of retaining members 763A and 763B (not shown), a first support leg 766, a second support leg 770, and an extension leg 767. The lower leg 762 of the brake clip 702 further preferably includes a lower abutment leg 780. The lower abutment leg 780 can be a resilient member that extends downwardly in a generally perpendicular manner from the lower leg 762, although such a configuration is not required. Thus, when the brake clip 702 is installed on an anchor bracket 722 as shown in FIG. 14, the lower abutment leg 780 extends adjacent the lower contact surface 725I of the anchor bracket 722 and is preferably in contact with at least a portion of the lower contact surface 725I, as will be explained below. The extension leg 767, in turn, extends from the lower abutment leg 780.

As best shown in FIG. 13, the lower abutment leg 780 and the extension leg 767 are resilient members that are deflectable relative to the lower leg 762, the purpose of which will be explained below. The lower abutment leg 780 and the extension leg 767 may, however, be formed to initially define any desired angle relative to the lower leg 762 of the brake clip 702.

As shown in FIG. 14, a backing plate 740 of a brake pad 734 further includes a lower abutment surface 746. The lower abutment surface 746 extends downwardly from or is otherwise located adjacent a guide rail 740A that is provided on the backing plate 740. The lower abutment surface 746 is configured to generally correspond with and may contact the lower abutment leg 780 of the brake clip 702, although such is not required. Further, the lower abutment surface 746 can have a length L1, the purpose of which will be explained below. It should be appreciated that the lower abutment

surface 746 can be formed in any manner, including but not limited to a molding process, a machining process, a broaching process, or the like.

In operation, when the brake pad 734 is installed on an anchor bracket 722 as shown in FIG. 14, a lip portion 768 of the extension leg 767 is preferably in contact with a lower angled surface 744 of the backing plate 740. The lower angled surface 744 can define any angular relationship relative to a line of symmetry that extends generally parallel with the upper and lower surfaces 725B and 725C of the channel 725 (see FIG. 5). The extension leg 767 is deflected or otherwise pivoted by the lower angled surface 744 from an initial position 767A to a second position as illustrated. A resultant spring force  $F_R$  (see FIG. 5) is generated in the extension leg 767 due to the material (e.g. spring steel) that is used to form the brake clip 702. As described above, the resultant force  $F_R$  acts against the lower angled surface 744 and produces a first component force  $F_1$  and a second component force  $F_2$  (see FIG. 5). The first component force  $F_1$  acts in a vertical direction, respectively, and helps maintain contact pressure between the upper leg 761 of the brake clip 702 and the upper surface 725B of the channel 725. The second component force  $F_2$  acts in a horizontal direction, respectively, and helps to maintain contact pressure between the lower abutment leg 780 and at least a portion of the lower contact surface 725I. Thus, contact of the extension leg 767 with the lower angled surface 744 helps to prevent the intake and accumulation of debris between the brake clip 702 and the anchor bracket 722. Further, the lower abutment surface 746 of the backing plate 740 may also contact the lower abutment leg 780 and deflect or otherwise pivot the lower abutment leg 780 from an initial position 780A to a second position as illustrated, although such is not required. This configuration helps to maintain contact pressure between the lower abutment leg 780 and at least a portion of the lower contact surface 725I. It should also be appreciated that the lower abutment leg 780 may be angled relative to the lower contact surface 725I (i.e. define a partial clearance therebetween) in the second position such that the brake clip 702 can “self jam” against the rear surface 725A of the channel 725 when either the lower abutment leg 780 or the extension leg 767 is engaged by the backing plate 740.

In the illustrated embodiment, the lower abutment leg 780 further preferably includes a retention member 782 provided on an outboard side thereof, although such is not required. The illustrated retention member 782 is a resilient projection that extends from the lower abutment leg 780 in a rearward direction along a side surface 725E of the anchor bracket 722. The retention member 782 opposes a retraction load that is created by retraction of the backing plate 740 relative to the anchor bracket 722. Thus, the retention member 782 prevents the backing plate 740 from pulling the brake clip 702 toward a rotor (not shown) as the friction material of the brake pad 734 wears from use. Further, the retention member 782 may assist in alignment of the lower abutment leg 780 on the lower contact surface 725I of the anchor bracket 722 when the brake clip 702 is installed thereon. It should be appreciated that the retention member 782 may include a lip, a protrusion, a tab, or any other structural feature that is configured to contact the side surface 725E of the anchor bracket 722 if so desired.

It should be fully appreciated that the brake clip 702 may include any combination of elements described above. In one example, the brake clip 702 may include at least the base leg 760, the upper and lower legs 761 and 762, the lower abutment leg 780, and the extension leg 767. In this example, the brake clip 702 may also include the first

support leg **766** if desired. The brake clip **702** may further include the second support leg **770** if desired. Thus, the brake clip **702** is not limited to the illustrated embodiment.

Referring now to FIG. **14A**, there is illustrated a disc brake assembly, indicated generally at **800**, in accordance with an eighth embodiment of the present invention. The illustrated disc brake assembly **800** includes a brake clip **802**, an anchor bracket **822**, and a brake pad **834**. The brake clip **802**, the anchor bracket **822**, and the brake pad **834** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to **800** (e.g. **802**, **822**, **832**, **842**, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip **802** includes a base leg **860**, upper and lower legs **861** and **862**, a pair of retaining members **863A** and **863B** (not shown), a first support leg **866**, a second support leg **870**, a lower abutment leg **880**, and an extension leg **867**. It should be appreciated, however, that the brake clip **802** may include any structural features as desired.

The illustrated brake pad **834** includes a backing plate **840**. As shown, the backing plate **840** includes an outwardly projecting guide rail **840A** formed thereon. The guide rail **840A** is configured to support the brake pad **834** for sliding movement within a channel **825** of the anchor bracket **822**. The brake pad **834** further includes a lower abutment surface **846**, although such is not required. The lower abutment surface **846** extends downwardly from or is otherwise located adjacent the guide rail **840A**. The lower abutment surface **846** may be configured to generally correspond with the lower abutment leg **880** of the brake clip **802**, as described above in the previous embodiment.

In the illustrated embodiment, the guide rail **840A** includes two protrusions **847A** and **847B** that are spaced apart from one another. As such, when the brake pad **834** and the brake clip **802** are assembled to the anchor bracket **822**, the protrusions **847A** and **847B** engage the base leg **860** of the brake clip **802** at two discrete locations, thereby forming a space between the respective protrusions **847A** and **847B**. Such a configuration creates contact pressure at the discrete locations, which facilitates a reduction in debris that is allowed to enter between the guide rail **840A**, the brake clip **802**, and the anchor bracket **822**. In the event that debris does enter between the guide rail **840A**, the brake clip **802**, or the anchor bracket **822**, the high contact engagement pressure of the protrusions **847A** and **847B** with the brake clip **802** is configured to fragment such debris for removal thereof. It should be appreciated that the protrusions **847A** and **847B** can be included on any other portion of the brake clip **802** as desired. Further, the protrusions **847A** and **847B** can be included with any other embodiment disclosed in the present invention.

Referring now to FIG. **14B**, there is illustrated a disc brake assembly, indicated generally at **900**, in accordance with a ninth embodiment of the present invention. The illustrated disc brake assembly **900** includes a brake clip **902**, an anchor bracket **922**, and a brake pad **934**. The brake clip **902**, the anchor bracket **922**, and the brake pad **934** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to **900** (e.g. **902**, **922**, **932**, **942**, etc.). It should be appreciated that

similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip **902** includes a base leg **960**, upper and lower legs **961** and **962**, a pair of retaining members **963A** and **963B** (not shown), a first support leg **966**, a second support leg **970**, a lower abutment leg **980**, and an extension leg **967**. It should be appreciated, however, that the brake clip **902** may include any desired structural features.

The illustrated brake pad **934** includes a backing plate **940**. As shown, the backing plate **940** includes an outwardly projecting guide rail **940A** formed thereon. The guide rail **940A** is configured to support the brake pad **934** for sliding movement within a channel **925** of the anchor bracket **922**. The brake pad **934** further includes a lower abutment surface **946**. The lower abutment surface **946** extends downwardly from or is otherwise located adjacent the guide rail **940A**. The lower abutment surface **946** may be configured to generally correspond with the lower abutment leg **980** of the brake clip **902**, although such is not required.

In the illustrated embodiment, the lower abutment surface **946** of the backing plate **940** has a reduced length **L2** as compared to the length **L1** described above in FIG. **14**. The reduced length **L2** can be achieved, for example, by providing a chamfer **948** to the lower abutment surface **946**. As will be further explained below, the reduced length **L2** increases the contact pressure between the lower abutment surface **946** and the lower abutment leg **980** of the brake clip **902**, which in turn increases the contact pressure between the lower abutment leg **980** and the lower contact surface **925I** of the anchor bracket **922**. This configuration prevents or otherwise reduces debris that is allowed to enter between the lower abutment surface **946** of the backing plate **940** and the lower contact surface **925I** of the anchor bracket **922**. In the event that debris does enter between the lower abutment surface **946** and the lower contact surface **925I**, the increased contact pressure is configured to fragment such debris for removal thereof. Thus, it should be appreciated that the lower abutment surface **946** may have any desired length.

Referring now to FIG. **14C**, there is illustrated a disc brake assembly, indicated generally at **1000**, in accordance with a tenth embodiment of the present invention. The illustrated disc brake assembly **1000** includes a brake clip **1002**, an anchor bracket **1022**, and a brake pad **1034**. The brake clip **1002**, the anchor bracket **1022**, and the brake pad **1034** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to **1000** (e.g. **1002**, **1022**, **1032**, **1042**, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip **1002** includes a base leg **1060**, upper and lower legs **1061** and **1062**, a pair of retaining members **1063A** and **1063B** (not shown), a first support leg **1066**, a second support leg **1070**, a lower abutment leg **1080**, and an extension leg **1067**. It should be appreciated, however, that the brake clip **1002** may include any desired structural features.

The illustrated brake pad **1034** includes a backing plate **1040**. As shown, the backing plate **1040** includes an outwardly projecting guide rail **1040A** formed thereon. The guide rail **1040A** is configured to support the brake pad **1034** for sliding movement within a channel **1025** of the anchor bracket **1022**. The brake pad **1034** further includes a lower

abutment surface **1046**. The lower abutment surface **1046** extends downwardly from or is otherwise located adjacent the guide rail **1040A**. The lower abutment surface **1046** may be configured to generally correspond with the lower abutment leg **1080** of the brake clip **1002**, although such is not required.

In the illustrated embodiment, the lower abutment surface **1046** of the backing plate **1040** has a reduced length **L3** as compared to the length **L1** described above in FIG. **14**. The reduced length **L3** can be achieved, for example, by providing a relief **1049** in the lower abutment surface **1046**. As briefly described above, the reduced length **L3** increases the contact pressure between the lower abutment surface **1046** and the lower abutment leg **1080** of the brake clip **1002**, which in turn increases the contact pressure between the lower abutment leg **1080** and the lower contact surface **1025I** of the anchor bracket **1022**. This configuration prevents or reduces debris that is allowed to enter between the lower abutment surface **1046** of the backing plate **1040** and the lower contact surface **1025I** of the anchor bracket **1022**. In the event that debris does enter between the lower abutment surface **1046** and the lower contact surface **1025I**, the increased contact pressure is configured to fragment such debris for removal thereof. It should be appreciated that the lower abutment surface **1046** may have any desired length.

Referring now to FIGS. **15** through **17**, there is illustrated a brake clip **1102** and an anchor bracket **1122** including a channel, indicated generally at **1125**, in accordance with an eleventh embodiment of the present invention. The brake clip **1102** and the channel **1125** may include any structural features as described and illustrated above in the previous embodiments, although such is not required. Similar features have been numbered with common reference numerals but have been increased to **1100** (e.g. **1102**, **1122**, **1132**, etc.). It should be appreciated that similar features are structured similarly, operate similarly, and/or have the same function unless otherwise indicated by the drawings or this specification.

For example, the illustrated brake clip **1102** includes a base leg **1160**, upper and lower legs **1161** and **1162**, a pair of retaining members **1163A** and **1163B** (not shown), a first support leg **1166**, a second support leg **1170**, a lower abutment leg **1180**, and an extension leg **1167**. The illustrated brake clip **1102** further preferably includes a retractor clip **1190**. As shown, the retractor clip **1190** extends along the lower leg **1162** of the brake clip **1102**. The retractor clip **1190** includes a spring portion **1192**, a retraction leg **1194**, and a contact lip **1196**. The spring portion **1192** connects the retraction leg **1194** to an outboard edge of the lower leg **1162** of the brake clip **1102**. The spring portion **1192** is embodied as a plurality of elastically deformable spring arms that allow the retraction leg **1194** to move in a side-to-side motion along the lower leg **1162**, as indicated by the arrow shown in FIG. **15**. It should be appreciated, however, that the spring portion **1192** can be any elastically deformable structure as desired. Thus, the retractor clip **1190** is configured to retract the brake pad **1134** from contact with a brake rotor (not shown) when a brake pedal (also not shown) has been released.

In operation, as shown in FIG. **17**, the retraction leg **1194** extends beneath a lower surface of a guide rail **1140A** of a brake pad **1134**. The contact lip **1196** is located at an end portion of the retraction leg **1194** and contacts a side of the guide rail **1140A** that faces inwardly toward the brake rotor (not shown). Thus, when the disc brake assembly is no

longer being actuated, the retractor clip **1190** is configured to retract the brake pad **1134** from contact with the brake rotor.

It should be appreciated that the present invention provides numerous advantages over previously known brake clips. One advantage of the present invention is provided by the retention tabs disclosed in each of the embodiments of the associated brake clip, such as for example the retention tabs **164A** and **164B** in connection with the first embodiment of the brake clip **102**. The retention tabs **164A** and **164B** can positively secure the brake clip **102** to the anchor bracket **122** thereby reducing noise and vibrations between various components of the disc brake assembly **100**. Further, the retention tabs **164A** and **164B** can also prevent or reduce the intake and accumulation of debris (e.g. brake dust, corrosion, etc.) behind the brake clip **102** by eliminating pivotal movement of the brake clip **102**.

Another advantage of the present invention is provided by the opposing channels and the corresponding retaining tabs disclosed in the associated embodiments, such as for example the opposing grooves **129A** and **129B** and the corresponding retaining tabs **164A** and **164B** in connection with the first embodiment. The opposing grooves **129A** and **129B** and the corresponding retaining tabs **164A** and **164B** can ensure that the brake clip **102** maintains zero clearance with the inner surfaces of the channel **125** (i.e. prevents pivotal movement of the brake clip **102** relative to the channel **125**), regardless of manufacturing tolerance and dimensional stack-ups and during all operating conditions. Further, this configuration may also reduce the necessary radial packaging by providing the retention feature within the channel **125** as opposed to external retention features, such as the retaining members **163A** and **163B** described above for example.

Numerous other advantages of the present invention are provided by the extension leg of the brake clip disclosed in the associated embodiments, such as for example the extension leg **167** of the brake clip **102** in connection with the first embodiment. In one example, the extension leg **167** is configured to generate a spring force against the brake pad **134** thereby reducing rattle noise. In another example, the extension leg **167** is in contact with the lower angled surface **144** of the backing plate **140**. As a result, the extension leg **167** provides both tangential and radial damping to improve rattle performance (i.e. reduce noise and vibrations) of the brake clip **102**. In yet another example, the extension leg **167** can prevent or substantially reduce the intake and accumulation of debris behind the brake clip **102** by creating contact pressure between the lower leg **162** of the brake clip **102** and the lower surface **125C** of the channel **125**. In yet another example, the extension leg **167** contacts the backing plate **140** outside of a region that is defined by the guide rail **140A**. This configuration enables the geometry of the backing plate **140** to be modified for adjusting the spring force of the extension leg **167** to accommodate brake pads of various weights and a range of vehicle dynamics. Thus, the brake clip **102** can be used as a standard part for brake pads of various sizes. It should be appreciated, however, that the extension leg **167** may provide additional advantages which are not disclosed herein.

Another advantage of the present invention is provided by the second support leg of the brake clip disclosed in the associated embodiments, such as for example the second support leg **670** of the brake clip **602** in connection with the sixth embodiment. The second support leg **670** is configured

to prevent or further reduce debris from entering behind the first support leg 666 and accumulating behind the brake clip 602.

Another advantage of the present invention is provided by the retention tab in the second support leg of the brake disclosed in the associated embodiments, such as for example the retention tab 672 in the second support leg 670 in connection with the sixth embodiment. The retention tab 672 is configured to prevent or resist pivotal movement of the brake clip 602 relative to the channel 625. Thus, the retention tab 672 can assist in the reduction of rattle noise and reduce debris from accumulating behind the brake clip 602.

Numerous other advantages of the present invention are provided by the lower abutment leg of the brake clip disclosed in the associated embodiments, such as for example the lower abutment leg 780 of the brake clip 702 in connection with the seventh embodiment. In one example, the lower abutment leg 780 helps to reduce movement of the brake clip 702 relative to the anchor bracket 722. In another example, the lower abutment leg 780 can reduce the amount of channels or grooves that are otherwise needed to securely fasten the brake clip 702 to the anchor bracket 722. In yet another example, the lower abutment leg 780 provides a low abutment location, which decreases the moment arm (i.e. abutment distance from the trailing mounting bolt). In yet another example, the lower abutment leg 780 allows for packaging of a sheet metal wear indicator (not shown) between the brake clip 702 and the backing plate 740 of the brake pad 734. In yet another example, the contact pressure at the lower abutment location can be easily tuned by modifying the length L1 of the lower abutment surface 746 on the backing plate 740, without any modification to the brake clip 702. The contact pressure at the lower abutment location can be used to reduce the intake of debris and otherwise fragment debris that has accumulated between the brake clip 702 and the anchor bracket 722. In yet another example, the lower abutment leg 780 allows for a lower spring force that acts against the lower angled surface 744 by providing a longer extension leg 767. In yet another example, one set of brake clips 702 (i.e. inboard and outboard clips) can fit onto brake calipers of various sizes, from small single pots to large twin pots. It should be appreciated, however, that the lower abutment leg 780 may provide additional advantages which are not disclosed herein.

The principle and mode of operation of this invention have been explained and illustrated in its preferred embodiments. However, it must be understood that this invention may be practiced otherwise than as specifically explained and illustrated without departing from its spirit or scope.

What is claimed is:

1. A brake clip for use with a disc brake assembly, the brake clip comprising:

a U-shaped section including a base leg with opposing first and second legs extending from the base leg;

an extension leg extending from the first leg, wherein the extension leg extends at an angle relative to the first leg and is configured to be spaced from contact with adjacent portions of an anchor bracket and a brake pad of the disc brake assembly when the brake clip is disposed therebetween; and

first support leg that extends generally perpendicular from the second leg;

wherein each of the first and second legs includes a retention tab configured to be disposed in slots provided in the anchor bracket.

2. The brake clip of claim 1, wherein the wherein the first support leg is spaced from contact with adjacent portions of the brake pad and the anchor bracket of the disc brake assembly.

3. The brake clip of claim 1, wherein the base leg of the U-shaped section includes a pair of retaining members.

4. The brake clip of claim 1, wherein the extension leg is deflected from an initial position to a second position by the brake pad when the brake clip is disposed between the anchor bracket and the brake pad.

5. The brake clip of claim 1, wherein the extension leg includes a lip portion which is in direct contact with at least a portion of the brake pad of the disc brake assembly when the brake clip is disposed between the brake pad and the anchor bracket.

6. A brake pad and clip assembly for use with a disc brake assembly, the brake pad and clip assembly comprising:

a brake pad including a guide rail; and

a brake clip adapted to be disposed between the guide rail of the brake pad and an anchor bracket of the disc brake assembly, the brake clip including:

a U-shaped section including a base leg with opposing first and second legs extending from the base leg;

an extension leg extending from the first leg, wherein the extension leg extends at an angle relative to the first leg and is configured to be spaced from contact with adjacent portions of an anchor bracket and a brake pad of the disc brake assembly when the brake clip is disposed therebetween; and

first support leg that extends generally perpendicular from the second leg;

wherein each of the first and second legs includes a retention tab configured to be disposed in slots provided in the anchor bracket.

7. The brake pad and clip assembly of claim 6, wherein the first support leg is spaced from contact with adjacent portions of the brake pad and the anchor bracket of the disc brake assembly.

8. The brake pad and clip assembly of claim 6, wherein the base leg of the U-shaped section includes a pair of retaining members.

9. The brake pad and clip assembly of claim 6, wherein the extension leg is deflected from an initial position to a second position by the brake pad when the brake clip is disposed between the anchor bracket and the brake pad.

10. The brake pad and clip assembly of claim 6, wherein the extension leg includes a lip portion which is in direct contact with at least a portion of the brake pad of the disc brake assembly when the brake clip is disposed between the brake pad and the anchor bracket.

11. A disc brake assembly comprising:

an anchor bracket having a channel formed therein that includes a rear surface and opposing first and second surfaces extending from the rear surface, the anchor bracket further including a contact surface extending from one of the first and second surfaces of the channel;

a brake pad including a guide rail disposed within the channel of the anchor bracket; and

a brake clip disposed between the anchor bracket and the brake pad, the brake clip including:

a U-shaped section including a base leg with opposing first and second legs extending from the base leg;

an extension leg extending from the first leg, wherein the extension leg extends at an angle relative to the first leg and is configured to be spaced from contact with adjacent portions of an anchor bracket and a brake pad

of the disc brake assembly when the brake clip is disposed therebetween; and first support leg that extends generally perpendicular from the second leg;

wherein each of the first and second legs includes a retention tab configured to be disposed in slots provided in the anchor bracket.

**12.** The disc brake assembly of claim **11**, wherein the first support leg is spaced from contact with adjacent portions of the brake pad and the anchor bracket of the disc brake assembly.

**13.** The disc brake assembly of claim **11**, wherein the base leg of the U-shaped section includes a pair of retaining members.

**14.** The disc brake assembly of claim **11**, wherein the extension leg is deflected from an initial position to a second position by the brake pad when the brake clip is disposed between the anchor bracket and the brake pad.

**15.** The disc brake assembly of claim **11**, wherein the extension leg includes a lip portion which is in direct contact with at least a portion of the brake pad of the disc brake assembly when the brake clip is disposed between the brake pad and the anchor bracket.

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